



South Station Expansion Project
Historic Architectural Resources Technical Report
March 2016 (Updated March 2017)

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1. Introduction

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is evaluating the expansion of South Station. The South Station Expansion (SSX) project includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act (NEPA/MEPA) reviews, and preliminary engineering. The purpose of the project is to expand South Station terminal capacity and related layover capacity in order to meet current and future high-speed, intercity, and commuter rail service needs. The expansion of South Station would enable much-needed growth in passenger rail along the NEC and within the Commonwealth of Massachusetts. The project would also facilitate improvements in corridor and regional mobility, passenger experience and comfort, economic development, and quality of life.

In July 2014, the FRA, in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800) (“Section 106”), submitted to the Massachusetts Historical Commission (MHC) two draft technical reports for the project, one for historic architectural resources and one for archaeological resources:

- *Historical Architectural Resources Existing Conditions Technical Report Task 13* (dated May 2014).
- *Phase I Archaeological Reconnaissance Survey Technical Report Task 13* (dated January 2014).

A copy of FRA’s July 3, 2014 transmittal of these two documents is included in Appendix D of this technical report.

The *Historic Architectural Resources Technical Report* (dated May 2014) established and documented the Area of Potential Effects (APE). The *Phase I Archaeological Reconnaissance Survey Technical Report* (dated January 2014) provided an archaeological sensitivity assessment for the project, and was conducted under State Archaeologist’s Permit Number 3397 issued on June 18, 2013. The MHC provided comments to the FRA, in a letter dated August 13, 2014, which concurred with the identification and evaluation findings presented in these reports and offered specific comments (copy of letter included in Appendix D). The letter concurred with the results of the reconnaissance archaeology survey that the majority of the project parcels possess low archaeological sensitivity and recommended no further archaeological survey for the project parcels.

1.1. Project Update

The October 2014 Draft Environmental Impact Report (DEIR) presented five primary project components:

- Expand the South Station Terminal facilities;
- Acquire and demolish the U.S. Postal Service (USPS) General Mail Facility (GMF);
- Provide adequate rail vehicle midday layover space;
- Reopen Dorchester Avenue and extend the Harborwalk; and
- Provide opportunities for future development adjacent to or above South Station.

The project website [<http://www.massdot.state.ma.us/southstationexpansion>] provides links to the full DEIR document. Since the issuance of the DEIR, MassDOT has selected its preferred build alternative to advance in the Final Environmental Impact Report (FEIR) and the Environmental Assessment (EA). The Build Alternative, referred to as “the project” throughout this document, is further described in Section 6.2. The Build Alternative includes adding passenger amenities and capacity improvements at South Station,

including adding seven new tracks and four new platforms; and reconfiguring existing tracks, platforms, signals and communication equipment. It also includes reopening Dorchester Avenue as a public way complete with landscaping and improved pedestrian and cycling connections and facilities, including an extension of the Harborwalk. The project now includes raising an approximately 700-foot section of the Fort Point Channel seawall along Dorchester Avenue by 1.5 feet to match the elevation of the seawall to the north and south, as further described in Section 6.2.

MassDOT has selected a preferred alternative that does not include joint development, thereby eliminating or reducing many of the environmental impacts of the project associated with those development scenarios. The design of the expanded headhouse and terminal will not preclude, and to the extent practicable will support, private development in the future.

MassDOT selected Widett Circle in South Boston and Readville – Yard 2 in Hyde Park for further consideration as layover facilities. Beacon Park Yard (BPY) in Allston, previously identified as a third layover facility alternative in the DEIR, is now subject to environmental review as part of the I-90 Allston Interchange project (EEA No. 15278).¹ The I-90 Allston Interchange project is further refining the concept design and environmental evaluation of BPY, which is occurring concurrently with this project. As part of the I-90 project, adjustments to the I-90 interchange would likely require reconfiguration of the BPY layover area. MassDOT’s decision to separate the BPY layover site from the SSX project and include it in the I-90 project was done both to provide a more focused discussion of impacts in the affected community surrounding BPY and because the I-90 project, including the construction of the BPY layover facility, is expected to advance to construction prior to South Station.

Since the DEIR, the size of the South Station Terminal expansion has been slightly reduced in an effort to reduce project costs. The locations of the headhouse, pedestrian access points, and elevated concourses have been further refined.

The FRA, in accordance with Section 106, is therefore providing the Massachusetts State Historic Preservation Office (MA SHPO) with information on the currently proposed project. This technical report includes a description of the proposed undertaking, identification of consulting parties, a definition of the APE, identification of historic properties, and determination of effect for the proposed project.

1.2. Scope and Authority

This *Historic Architectural Resources Technical Report* has been prepared in accordance with NEPA (42 United States Code [U.S.C.] 4321 et seq.), Section 106 of the National Historic Preservation Act of 1966, as amended and the implementing regulations of the Advisory Council on Historic Preservation (36 CFR 800) (“Section 106”), MEPA, Massachusetts General Law (MGL) Chapter 30, Sections 61 through 62I, and its implementing regulations, 301 Code of Massachusetts Regulations (CMR) 11.00 (December 26, 2008, as amended May 10, 2013) and M.G.L. Chapter 9, Sections 26-27C, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71) (“State Register Review”). MassDOT filed an Environmental Notification Form (ENF) with the Executive Office of Energy and Environmental Affairs (EEA) in March 2013, a DEIR in October 2014, and a FEIR in June 2016. The FRA and MassDOT plan to file a separate EA in Spring 2017 to comply with NEPA.

¹ The I-90 Allston Interchange Improvement Project (I-90 project) site includes the I-90 interchange, land owned by Harvard University, former CSX rail yard, and an intermodal terminal known as Beacon Park Yard, as well as the MBTA’s Framingham/Worcester branch of the MBTA’s commuter rail line.

An aboveground historic property survey was prepared for the APE for the proposed project including the South Station Terminal facilities and two layover site locations (Figure 1). The goals of the aboveground historic property survey were to locate and record information about the nature and extent of aboveground historic properties within the APE and provide recommendations regarding the eligibility of properties that have not previously been evaluated for listing in the National Register of Historic Places. The survey included:

- Background research of previously identified historic properties;
- Field work to verify results of the background research;
- Identification and recording information about all properties that are at least 50 years old within the APE; and
- Evaluation of known and previously unidentified individual properties and areas that may be eligible for listing in the National Register of Historic Places (National Register).

Included in this report is a summary of the methodology used to conduct the survey, results of the field survey to locate and identify historic properties within the APE, and recommendations for properties that have not been previously evaluated in terms of their potential for listing in the National Register. The aboveground historic property survey considered the South Station project area, as well as two locations for layover facilities (as shown in Figures 2 and 3).

1.3. Area of Potential Effects

1.3.1. Definition of Area of Potential Effects

The APE is defined as “...the geographic area within which the undertaking may cause changes in the character of or use of historic properties if any such properties exist.”² A historic property is defined as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior” [36 CFR 800.16(l)]. The establishment of an APE is based on the potential for effects, both direct and indirect, which would differ for aboveground historic properties (historic districts, buildings, objects, and structures) and below ground historic properties (archaeological sites).

1.3.2. Project Areas: South Station Site and Layover Facility Sites

Figure 2 depicts the South Station site, which occupies approximately 49 acres near Chinatown, the Fort Point Channel, and the Seaport-Innovation District/South Boston Waterfront. The South Station site contains the following: South Station Rail/Transit Terminal and South Station Bus Terminal; the GMF, including that portion of Dorchester Avenue fronting the site and running parallel to the Fort Point Channel; approximately 14 acres of primarily railroad track; and three acres containing a small park, Harborwalk area, and a portion of the Fort Point Channel located at the southern end of the site. The South Station site also extends west along a portion of the NEC Main Line right-of-way to Cove Interlocking and south along a portion of the MBTA’s Fairmount Line/Old Colony Line right-of-way to Broad Interlocking.

There are two locations currently under consideration for layover facilities: Widett Circle and Readville – Yard 2 (as shown in Figures 2 and 3). Section 4 provides additional information on the project area existing conditions.

² Protection of Historic Properties. 36 CFR 800.16(d). 2004. <http://www.achp.gov/regs-rev04.pdf>.

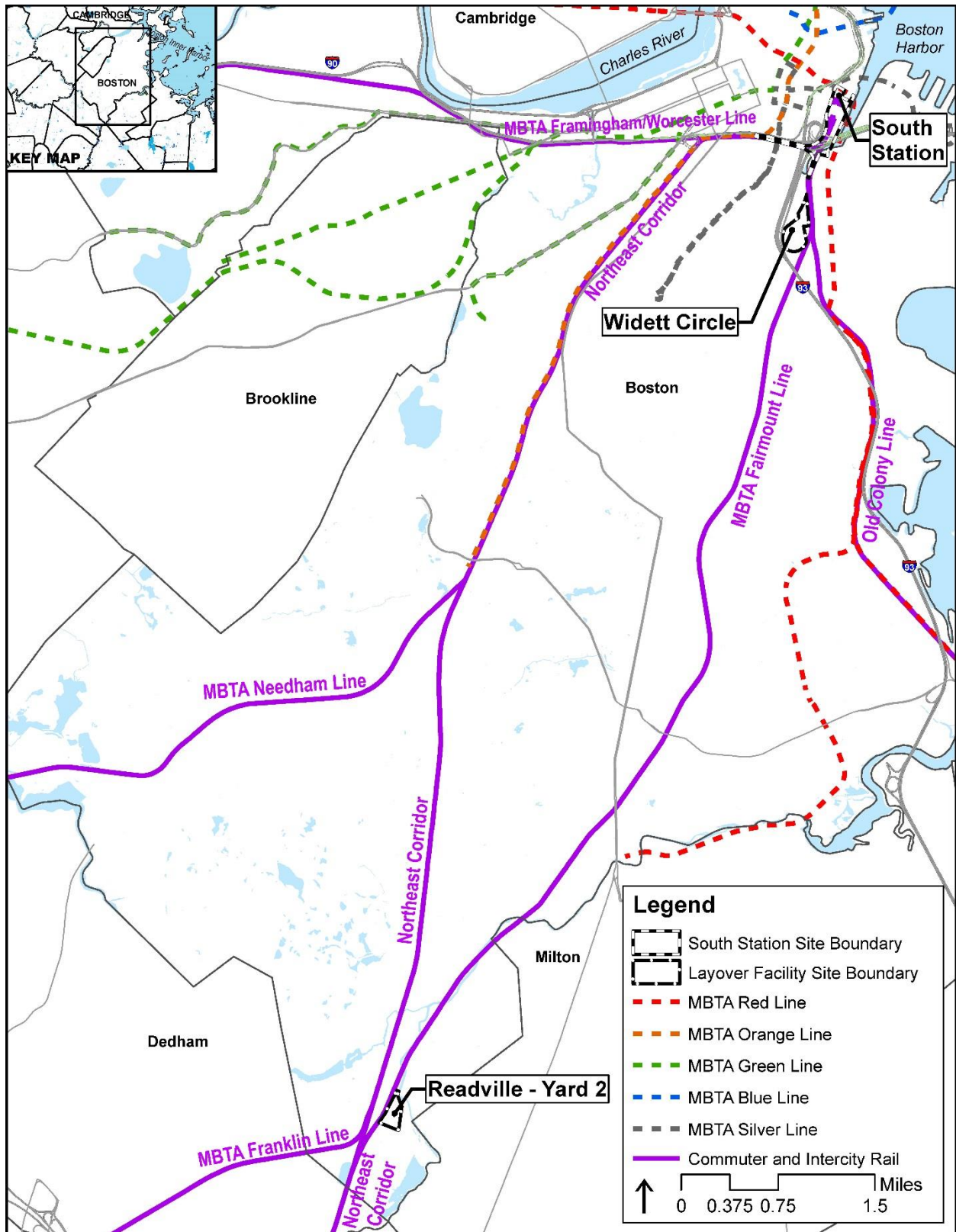


Figure 1 South Station Expansion Project Site Boundaries

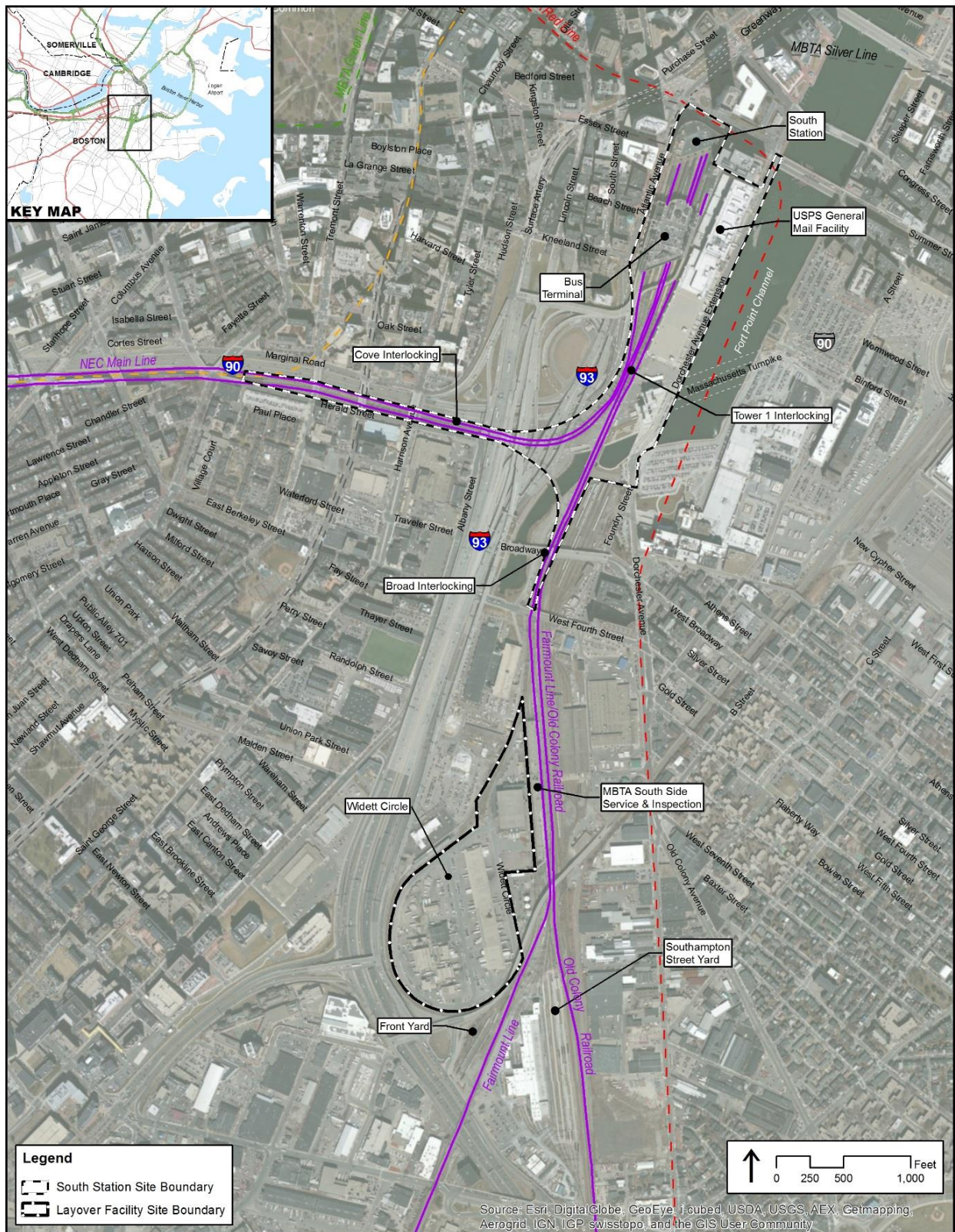


Figure 2 South Station and Widett Circle Layover Facility Site Boundaries

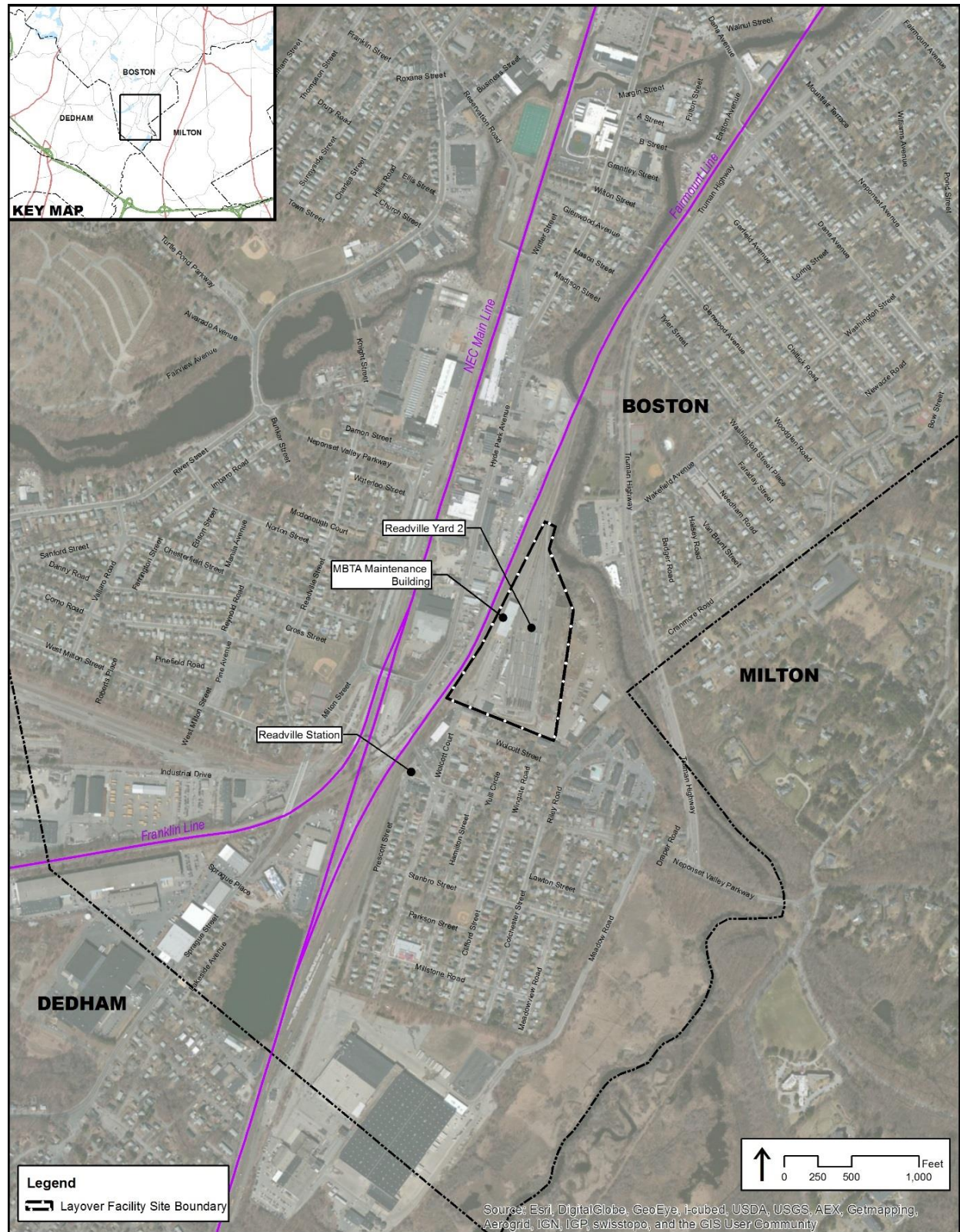


Figure 3 Readville – Yard 2 Layover Facility Site Boundary

1.3.3. Historic Architectural Area of Potential Effects

There are three APEs established for historic architectural resources:

- South Station project area surrounding South Station Terminal and new construction areas;
- Areas where only minor rail improvements associated with the South Station Terminal are proposed; and
- Two layover facility sites.

South Station APE

The South Station APE, for aboveground resources in the immediate area surrounding South Station Terminal and new construction, is defined as one-quarter-mile from the boundary of the new construction developable parcels. The one-quarter-mile APE exceeds the federal recommended screening distance of 250 feet for noise and vibration for rail stations (without horn blowing, unobstructed view) as set by Federal Transit Administration (FTA) standards.³ The one-quarter-mile boundary is consistent with local (Boston Redevelopment Authority [BRA]) guidelines (*BRA Sections 80A-2 and 80B-5 of the Boston Zoning Code*) for evaluation of environmental impacts of new construction on historic resources and is also consistent with Boston Landmarks Commission (BLC) recommendations. The South Station project one-quarter-mile APE expands where the project area adjoins districts that are listed in or potentially eligible for listing in the National Register. In those cases, the APE extends to conform to the boundaries of the district. It is anticipated that the extension of the one-quarter-mile APE at South Station, to the east to include the Fort Point Channel Historic/Landmark Districts and Gillette and to the west to include the Leather District, Commercial Palace District, and Chinatown, would be sufficient to address potential impacts associated with the SSX Transportation Improvement Only Alternative (the “Build Alternative”). The South Station APE totals approximately 305 acres.

Rail Improvement APE

In areas where minor rail improvements associated with the South Station Terminal are proposed (along the NEC Main Line to the west of the station and along the MBTA’s Fairmount Line/Dorchester Branch and Old Colony Lines to the south of the station), the APE for aboveground resources is defined as 125 feet or one assessor’s lot from the site boundary, whichever is less. The rail improvement APE totals approximately 35 acres.

Layover Facility APE

For the layover facility sites, the APE is 250 feet from the boundary of the property or to major intervening infrastructure (e.g., active MBTA commuter rail, Interstate 93, Massachusetts Turnpike), whichever is less. The approximate totals for the layover APEs are: Widett Circle (50 acres) and Readville – Yard 2 (40 acres).

Figures 4, 5, and 6 depict the Historic Architectural APE for South Station, the rail improvement areas, and the two layover facility sites.

³ Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Report No. FTA-VA-90-1003-06*. May 2006.

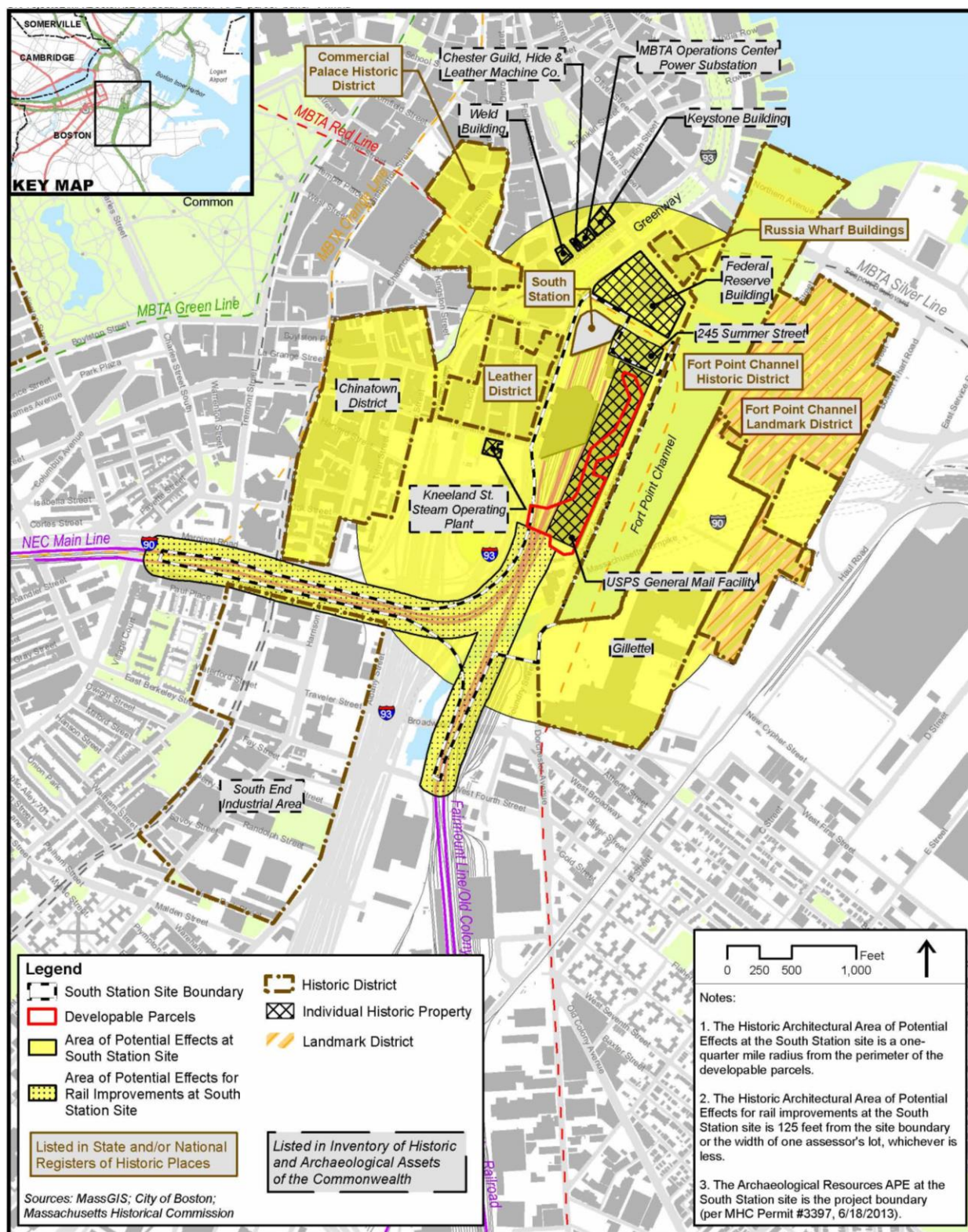


Figure 4 South Station Historic Architectural Area of Potential Effects

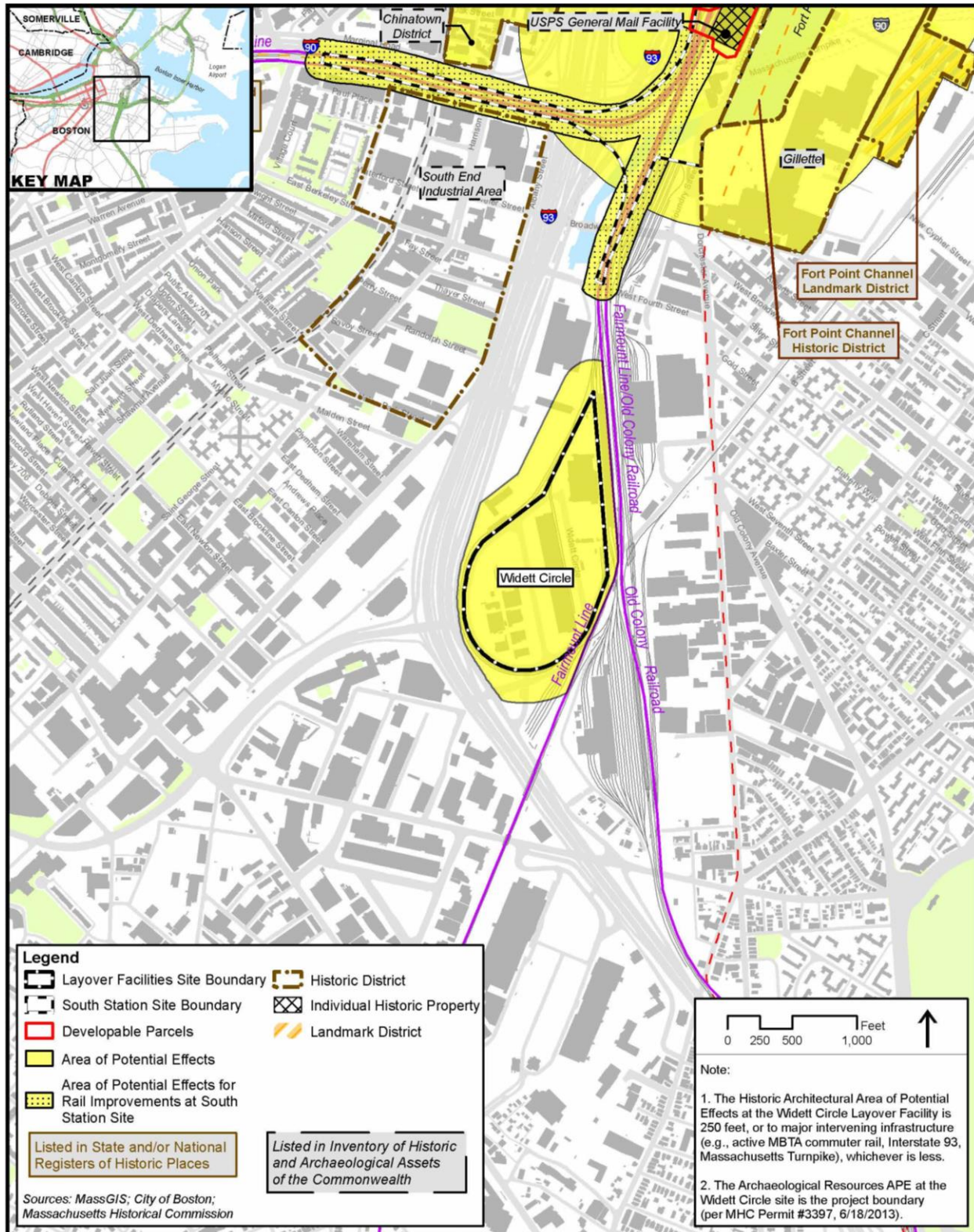


Figure 5 Widett Circle Layover Facility Historic Architectural Area of Potential Effects

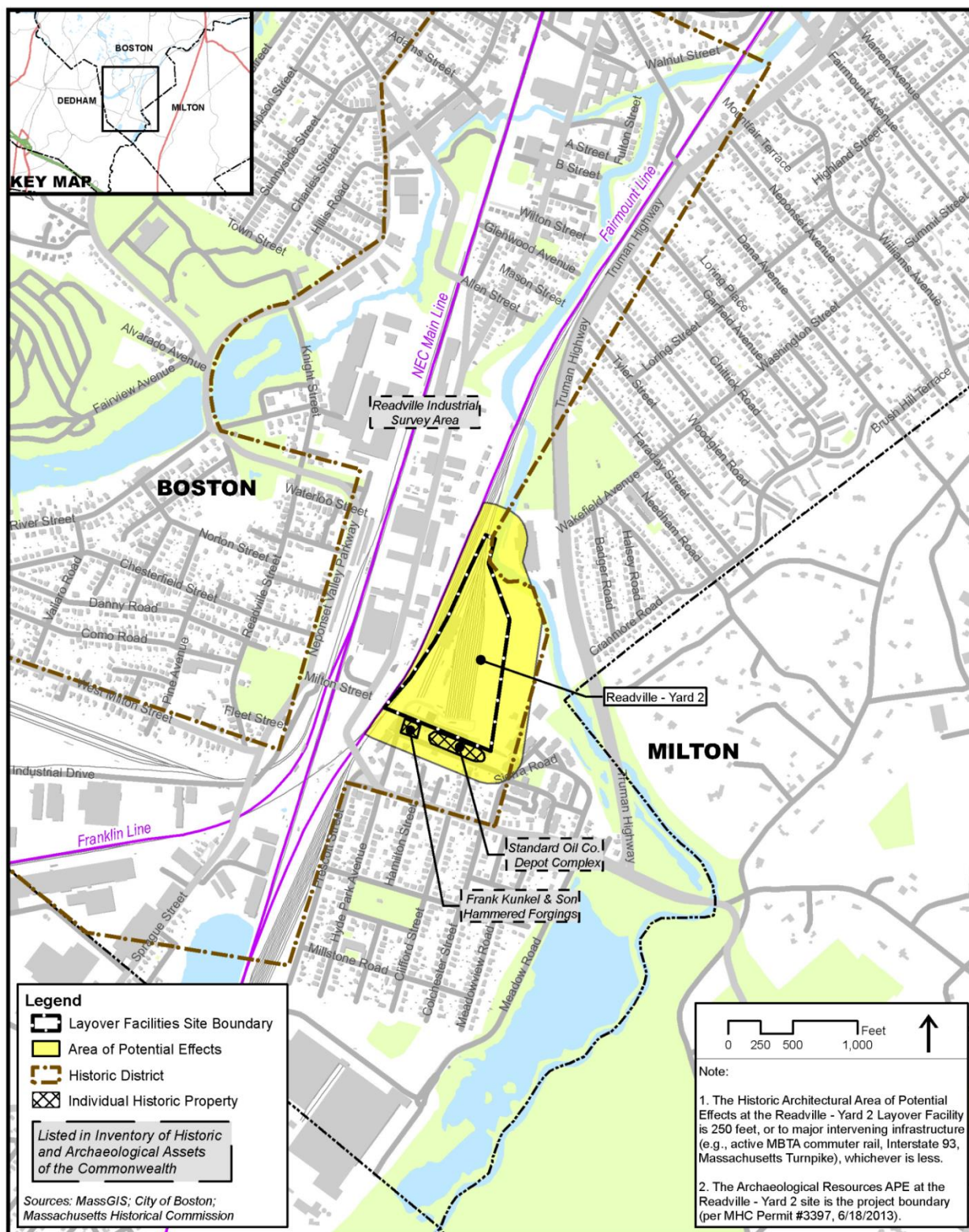


Figure 6 Readville – Yard 2 Layover Facility Historic Architectural Area of Potential Effects

2. Methodology

The methodology for the survey of aboveground historic resources was designed to locate and identify all aboveground properties, including districts, buildings, structures, objects, and sites, within the APE that are listed or may be eligible for listing in the National Register. The survey was conducted in accordance with the standards and guidelines established by the Massachusetts Historical Commission (MHC) in the *Historic Properties Survey Manual: Guidelines for the Identification of Historic and Archaeological Resources in Massachusetts* (1992) and *Survey Technical Bulletin #1* (1993), and in the Secretary of the Interior's *Standards and Guidelines for Identification* (1983) and *National Register Bulletin 24, Guidelines for Local Surveys: A Basis for Preservation Planning* (1977, revised 1985).

3. Background Research

Background research was conducted to identify known historic resources within the APE. The *Massachusetts Cultural Resource Information System* (MACRIS) online database, the National and State Registers of Historic Places, and the *Inventory of the Historic and Archaeological Assets of the Commonwealth* (the "Inventory") maintained by the MHC were reviewed. The National Register of Historic Places is the U.S. government's official list of the Nation's districts, sites, buildings, structures, and objects deemed worthy of preservation. The MHC's Inventory is a compilation of districts, sites, buildings, structures, and objects that have been previously surveyed and are on file in the MHC's database. Properties included in the Inventory may or may not have been previously determined eligible for inclusion in the National Register. Copies of Inventory and National Register nomination forms were obtained for all properties located within or in close proximity of the APE.

3.1. Windshield Survey

Initial fieldwork consisted of a "windshield survey" (defined as a composite of subjective and objective data that provides a visual overview of an area, conducted while the observer sits in a car or by walking through a targeted area) of the South Station Terminal and layover facility sites. Properties located within the South Station and layover sites APE were identified. Previously identified historic resources were field verified. It is noted that one historic area (Gillette) was identified in the APE during the windshield survey that is at least 50 years old and not previously surveyed.

3.2. Intensive Field Survey

An intensive field survey was conducted using information collected during the background research and field survey. The survey team revisited all properties within the APE that were noted during the windshield survey as being at least 50 years old, including properties listed in the National or State Register and properties included in the Inventory. Each property was located on a base map and photographed.

3.3. Evaluation

The results of the intensive field survey and research provided the information used to develop the recommendations provided in this report. The information gathered was sufficient to make a recommendation about whether a property or area might meet the criteria for listing in the National Register. Established by the National Park Service (NPS), the criteria are broadly defined to encompass the wide variety of resources that have been nominated. Under Section 106, the criteria act as a guide for federal

agencies in their evaluation of historic resources that may be affected by a proposed undertaking. The NPS defines the criteria as the following:⁴

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and meet the following criteria:

- A. *That are associated with events that have made a significant contribution to the broad patterns of our history; or*
- B. *That are associated with the lives of persons significant in our past; or*
- C. *That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
- D. *That have yielded, or may be likely to yield, information important to prehistory or history.*

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. *A religious property deriving primary significance from architectural or artistic distinction or historical importance; or*
- B. *A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or*
- C. *A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or*
- D. *A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or*
- E. *A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or*
- F. *A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or*
- G. *A property achieving significance within the past 50 years if it is of exceptional importance.*

⁴ U.S. Department of the Interior, National Park Service. *How to Apply the National Register Criteria for Evaluation*, Bulletin 13 (Washington D.C.: National Park Service, 1990, rev. 2002).

3.4. MHC Area Forms

For the historic properties identified as 50 years or older and not previously surveyed, a standard MHC Inventory Form was prepared according to MHC guidelines (MHC 2006). One form was prepared and is included in Attachment C. Fieldwork involved recordation of buildings, an area description, and taking photographs.

4. Existing Conditions

4.1. South Station Site

The South Station site occupies approximately 49 acres located near Chinatown, the Fort Point Channel, and the Seaport-Innovation District/South Boston Waterfront. The site includes the following: South Station Rail/Transit Terminal and South Station Bus Terminal and the GMF site, including that portion of Dorchester Avenue fronting the site and running parallel to the Fort Point Channel. The USPS owns in fee that portion of Dorchester Avenue that extends from the southern line of Summer Street to a line on the southern shore of Fort Point Channel adjacent to the Gillette property.

Approximately 14 acres consist primarily of track, and three acres consist of a small park, Harborwalk area, and a portion of the Fort Point Channel located at the southern end of the site. The South Station site includes the historic headhouse to the north, located at the intersection of Atlantic Avenue and Summer Street. The site extends along a portion of the NEC Main Line to the west, extending past Cove Interlocking. The site also extends along a portion of the MBTA's Fairmount Line/Old Colony Line to the south, extending just past Broad Interlocking.

The South Station Terminal area consists of 13 tracks, eight platforms, and a system of trackwork (also referred to as interlockings) that allow Amtrak and the MBTA trains to serve the station from the NEC and MBTA. Other components of the rail system are signal systems, traction power, overhead contact system, communications, and civil works as well as appurtenant structures.

4.2. Layover Facility Sites

Amtrak and the MBTA currently use four layover yards to support South Station operations: Amtrak's Southampton Street Yard, Amtrak's Front Yard, MBTA's South Side Service and Inspection facility, and MBTA's Readville – Yard 2. The majority of Amtrak's layover needs are for overnight storage, which allows the MBTA to utilize a portion of the Amtrak yards during the midday hours. All of Amtrak's existing layover needs are accommodated at the Southampton Street Yard. On a daily basis, however, the MBTA has a shortfall in layover capacity of six trainsets. The following section describes existing conditions at the two proposed layover facility sites: Widett Circle and MBTA's Readville – Yard 2.

4.2.1. Widett Circle

The Widett Circle site is located in South Boston along the MBTA's Fairmount Line, approximately one track-mile from South Station. It comprises the Cold Storage and Widett Circle parcels, primarily in private ownership. Cold Storage, located at 100 Widett Circle, houses a temperature controlled food storage and distribution facility. The building has an active rail siding served by CSX Transportation, Inc. (CSXT) with space for six freight cars. Widett Circle, located 1 and 2 Foodmart Road, is made up of approximately 30 units leased to multiple businesses in the food processing, food storage, and food logistics industry. A review of Sanborn Maps and aerial photographs indicates that the buildings within the area were all developed circa (ca.) 1968 by the New Boston Food Market Company.

4.2.2. Readville – Yard 2

The MBTA's Readville – Yard 2 is located in the Readville section of Hyde Park in Boston in the northeast quadrant of the intersection of the NEC and the MBTA Fairmount Line/Dorchester Branch, approximately 8.8 track-miles south of South Station. Readville – Yard 2 is a maintenance repair facility and the largest layover yard used by the MBTA for its south side service. The layover yard has a total of 12 tracks. The MBTA currently uses Readville – Yard 2 for midday layover storage of ten trainsets of variable lengths. The Readville rail yard encompasses a large metal storage shed constructed ca. 1970.

5. Future Year

The project will be assessed for its impacts in the future year of 2035. The year 2035 corresponds to the horizon year for the Boston region metropolitan region organization's (MPO's) Long Range Transportation Plan, *Paths to a Sustainable Future*, which guides investment in the transportation system of the Boston metropolitan region over at least the next 20 years.

6. Alternatives

This section describes the primary elements of the No Build Alternative and the Build Alternative considered for the project.

6.1. No Build Alternative

The No Build Alternative is the future baseline condition against which the Build Alternative was compared. In the No Build Alternative, South Station, including the headhouse and track operations, would remain as it currently exists, with 13 tracks and eight platforms. As service expands, the existing limitations of Tower 1 and the approach interlocking configurations would be exacerbated. Delays would become more frequent and the on-time performance (OTP) for South Station would decline far below the MBTA's and Amtrak's OTP goals. Platform deficiencies also would restrict service expansions. Of the eight platforms, only five platforms would be long enough to accommodate the MBTA's future berthing requirement⁵, and only three platforms would be able to accommodate Amtrak's future berthing requirement.⁶

In the No Build Alternative, the GMF would not be relocated. The majority of Dorchester Avenue at the site would remain in private use by the USPS in support of its operations. Extending from the southern line of Summer Street, the MBTA would continue to maintain a permanent easement along Dorchester Avenue for pedestrians and vehicles of over approximately 200 feet. Generally unrestricted public access would continue to be provided along Dorchester Avenue for over approximately 400 feet for customer use of USPS facilities.

In the No Build Alternative, there would be no private development associated with South Station beyond the development previously approved by the Massachusetts EEA: the South Station Air Rights (SSAR) project.⁷ The SSAR project was approved by the Secretary of EEA in 2006 (EEA Number 3205/9131) as an approximately 1.8 million-square foot (sf) mixed-use development to be located directly above the railroad tracks at the South Station headhouse. The SSAR project also includes a horizontally expanded Bus Terminal of approximately 70,000 sf, pedestrian connections from the train station concourse and

⁵ The future berthing requirement is the allotted space or distance required along the train platform that passengers can use to enter or exit the train cars, which is based off of the future trainset length.

⁶ The number of station platforms able to accommodate Amtrak and/or MBTA berthing requirements assumes incorporation of locomotive and coach platform design modifications.

⁷ The SSAR Project also is referred to as the Hines Project; Hines, a privately owned international real estate firm, is the developer.

platforms to the expanded Bus Terminal, and a three-level parking garage with 775 spaces located above the Bus Terminal.

In the No Build Alternative, Amtrak and the MBTA would continue to use Southampton Street Yard, Readville – Yard 2, and the Southside Service and Inspection facility to support South Station operations. Due to the proposed expansion of the MBTA's fleet to eight-car trainsets, the MBTA would experience reduced layover capacity at Southampton Street Yard, and Front Yard is not long enough to accommodate MBTA eight-car trainsets. The net result would be a layover shortage that would force the MBTA to increasingly rely on storing non-revenue trains at the station platforms while waiting for available slots at the existing south side layover facilities.

6.2. Build Alternative

The project would expand South Station Terminal by adding seven new tracks and four platforms for a total of 20 tracks and 11 platforms. Additionally, several existing tracks and platforms would be reconfigured. Platform lengths would be designed to meet Amtrak's and the MBTA's future berthing requirements. Tower 1 Interlocking would be modified, and one approach interlocking would be reconfigured to reduce conflicting movements through the terminal area and improve efficiencies. The project would improve South Station facilities by expanding capacity, providing a more comfortable passenger environment, and providing better connections to surrounding neighborhoods. An expanded headhouse and major station entrance is proposed along Dorchester Avenue.

The project would acquire and demolish the USPS GMF, which would provide an approximately 14-acre site on which to expand South Station. Although demolition of the USPS facility after it is vacated is part of the project, the relocation of the USPS facility is not part of the project. The USPS would determine the future location(s) to which its operations would be relocated, and the relocation would be subject to its own environmental review as required by state and federal regulations.

The project would provide layover space by expanding an existing facility and constructing a new facility to meet existing and future layover facility program needs and operational requirements. The additional project layover facilities would provide new layover space at the Widett Circle and Readville – Yard 2 sites to make railroad operations at South Station more efficient and better able to accommodate future service growth.

Currently, the majority of Dorchester Avenue in the immediate vicinity of South Station is in private use by the USPS in support of its operations, with limited public access allowed for USPS customers and MBTA commuters. The project would restore Dorchester Avenue in its entirety for public and station access. Restoration of Dorchester Avenue would reconnect the avenue to Summer Street as a public way. It would include landscaping and improved pedestrian and cycling connections and facilities, including adjacent sidewalks and crosswalks. Restoration also would include construction of a long-awaited extension of the Harborwalk along the reopened Dorchester Avenue. The Harborwalk is envisioned as a 43-mile public walkway (with over 40 miles completed as of January 2016) extending along the Boston Harbor waterfront. The Harborwalk extends north of the South Station site along Fort Point Channel from the Intersection of Summer Street and Dorchester Avenue. It then begins again just north of Rolling Bridge Park and extends south along Dorchester Avenue, where it then crosses Fort Point Channel at Cabot Cove, and extends east from the Gillette property to Summer Street. The Harborwalk extension would include landscaping and street furniture, and would add over one acre of open space to the area. The project includes raising an approximately 700-foot section of the Fort Point Channel seawall along Dorchester Avenue by 1.5 feet to match the elevation of the seawall to the north and south. The new course of seawall will be constructed of granite blocks, either recovered from near the seawall/channel or acquired from local quarries in

Massachusetts or New-England. Figures 7 through 10 provide artist renderings, concept design and section details of the proposed seawall improvements.

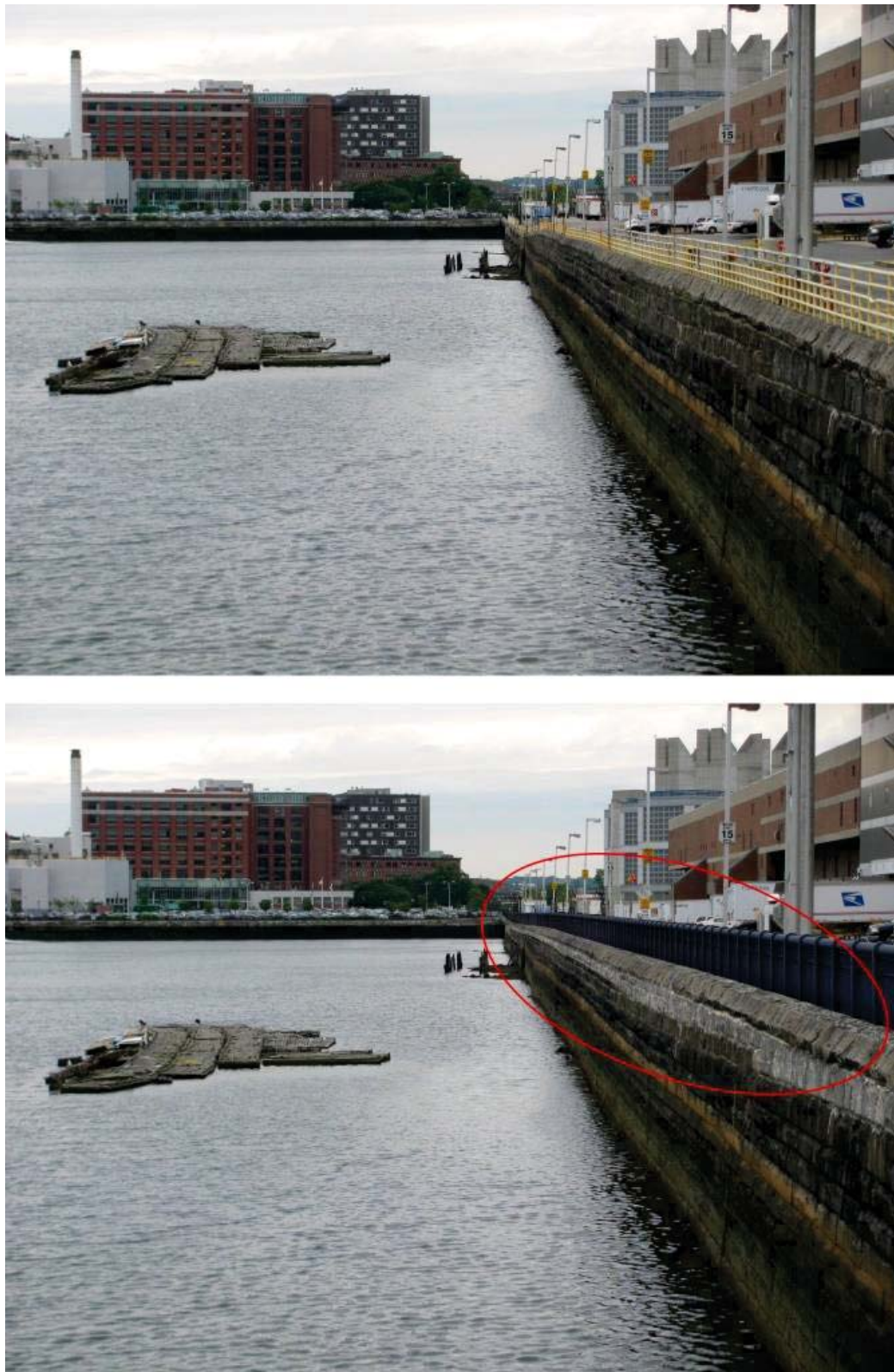


Figure 7 Artist Rendering of Proposed Seawall Improvements - Before and After (View 1)



Figure 8 Artist Rendering of Proposed Seawall Improvements - Before and After (View 2)

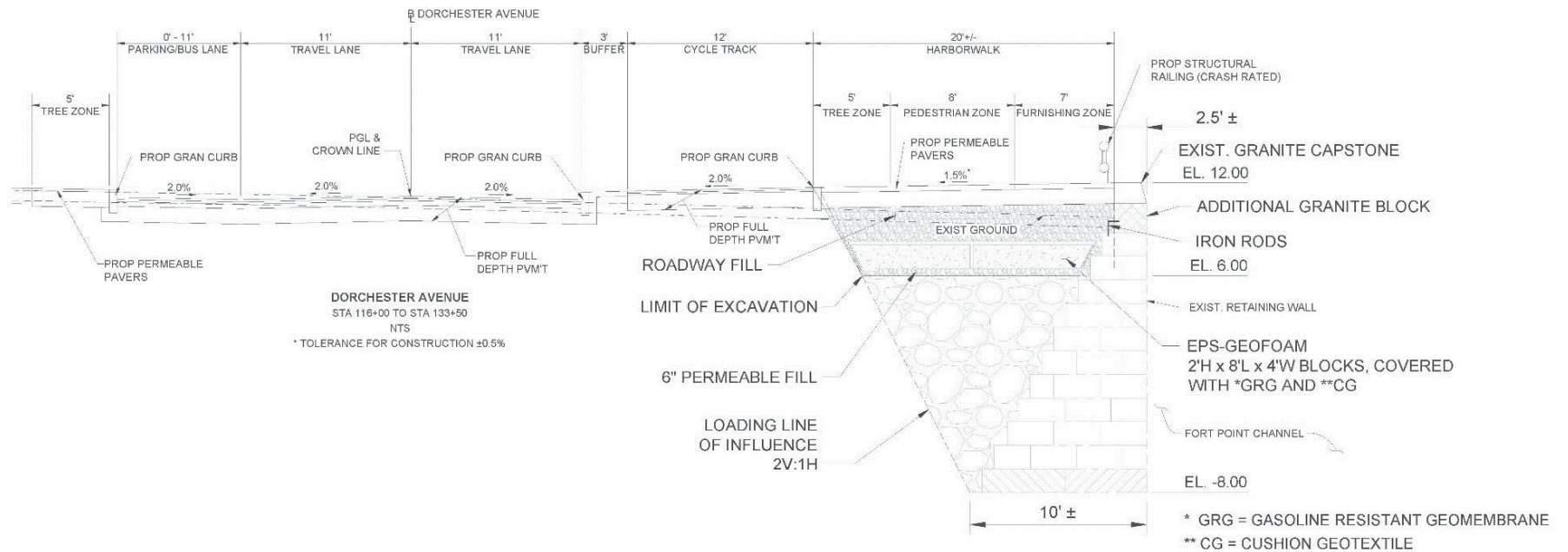


Figure 9 Proposed Seawall Improvements – Typical Section

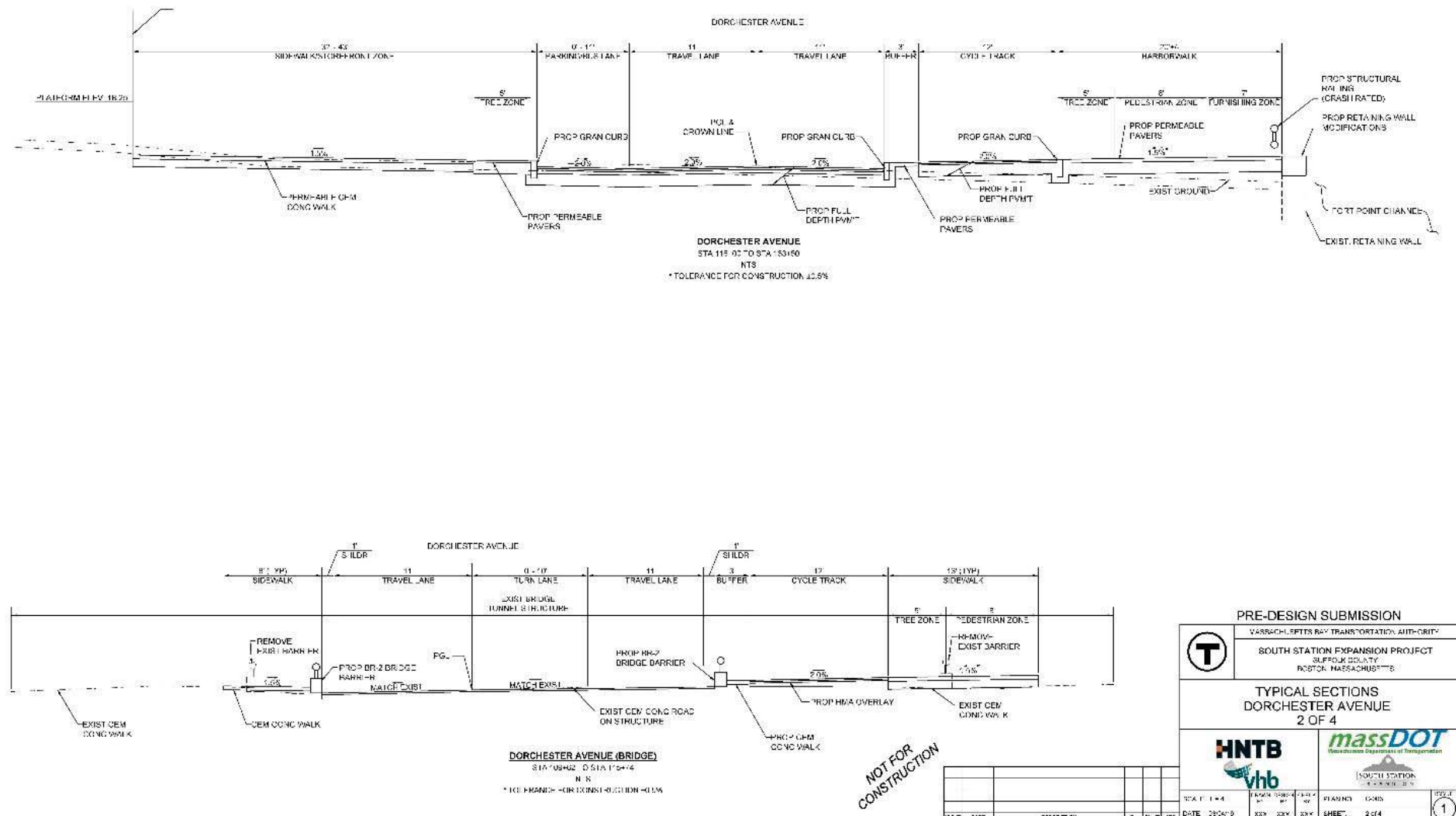


Figure 10 Proposed Seawall Improvements – Proposed Concept Plan

7. Historic Architectural Resources Survey Results

Background research and subsequent field survey concluded that the APE encompasses six properties listed in the National and/or State Registers, 12 properties included in the Inventory, and one property that was at least 50 years old and not previously surveyed. Of the 12 inventoried properties, six are recommended as eligible for inclusion in the National Register of Historic Places, per NPS eligibility criteria, including one property less than 50 years of age that appears to meet the threshold of exceptional significance of the National Register Criterion Consideration G. Six of the inventoried properties are less than 50 years of age and/or were previously recommended as not meeting National Register eligibility criteria. One property (Gillette) was identified as being at least 50 years old and not previously surveyed, and is also recommended as eligible for inclusion in the National Register.

7.1. South Station

Historic properties identified in the South Station APE are listed in Table 1, are shown in Figure 4, and described in the following subsections.

Table 1 Historic Resources within the South Station APE

Name	Historic Designation/Recommendation
<i>Properties listed in the National and/or State Registers of Historic Places</i>	
Fort Point Channel Historic District	Listed in National and State Registers
Leather District	Listed in National and State Registers
Russia Wharf Buildings	Listed in National and State Registers
South Station Headhouse	Listed in National and State Registers
Commercial Palace Historic District	Determined National Register Eligible by the Keeper of the Register Listed in State Register
Fort Point Channel Landmark District	Listed in State Register (Boston Landmark District)
<i>Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth</i>	
Chester Guild, Hide and Leather Machine Company	Determined National Register Eligible ^a
Chinatown District	Determined National Register Eligible ^a
Federal Reserve Bank of Boston	Determined National Register Eligible ^a
Kneeland Street Steam Heating Plant	Determined National Register Eligible ^a
South End Industrial Area	Determined National Register Eligible ^a
Keystone Building	Not evaluated – To be evaluated when building is 50 years old
Weld Building	Determined National Register Eligible ^a
USPS General Mail Facility/South Postal Annex	Determined Not National Register Eligible ^a
MBTA Operations Center Power Substation	Not evaluated – To be evaluated when building is 50 years old
245 Summer Street	Not evaluated – To be evaluated when building is 50 years old
<i>Properties Not Previously Surveyed</i>	
Gillette	Determined National Register Eligible ^a

^a Consensus Determination of Eligibility between FRA and MHC

National Register and inventory forms for the properties are included in Attachments A, B, and C, as follows:

- Excerpted copies of the nomination forms for National and State Register-listed properties within the South Station APE (Attachment A);
- Excerpted copies of MHC inventory forms for previously surveyed areas and individual properties included in the Inventory within the South Station APE (Attachment B); and
- Inventory form prepared for the property that had not been previously identified (Gillette) (Attachment C).

7.1.1. Properties Listed in the National and/or State Registers of Historic Places

Commercial Palace Historic District

The Commercial Palace Historic District is located to the northwest of South Station and the project site. The district, located at the junction of Boston's downtown retail and financial districts, is characterized by a mixture of low-scale mid-to-late nineteenth century masonry commercial buildings and modern high-rise office towers. More than half of the District is comprised of four to six-story masonry 'commercial palaces' constructed by wealthy Boston merchants following the Great Fire of 1872. Together, they form a cohesive late nineteenth century urban streetscape. Of additional significance are the District's distinctive eighteenth century winding street patterns and large number of intact storefronts. The District was determined eligible for listing in the National Register of Historic Places by the Keeper of the Register and was listed in the State Register of Historic Places in 1985.

Fort Point Channel Historic District

The Fort Point Channel Historic District is located just southeast of Downtown Boston, and east of the project site, separated from South Station by the Fort Point Channel, 245 Summer Street, and the GMF. The District is roughly bounded by New Northern Avenue to the north, A Street to the east, and Richards and Wormwood Streets to the south, and the Fort Point Channel to the west. The Fort Point Channel east and west seawalls are contributing structures to the district. Three bridges provide direct access between Downtown Boston and the District: Evelyn Moakley Bridge (New Northern Avenue), Congress Street Bridge, and Summer Street Bridge.

The Boston Wharf Company, through an ongoing campaign of land filling which began in 1836 and continued until 1882, created the land on which the District was constructed. The Boston Wharf Company was responsible for erecting nearly all the buildings within the District. These buildings were constructed for use as general manufacturing, warehouse, and commercial space, and as shipping and receiving uses for Boston's wool trade. Throughout their building campaign, the Boston Wharf Company employed a staff architect who was responsible for building design. Most of the buildings within the District were designed by Morton D. Safford, the Wharf Company's staff architect from 1893 to 1917, and his successor, Howard B. Prescott (1917 to 1939). The District is characterized by well-preserved late nineteenth and early twentieth century masonry buildings which average five to six stories in height and represent a variety of architectural styles including Romanesque Revival, Renaissance Revival, Classical Revival, Queen Anne, Italianate, and Industrial.

At the time of the Fort Point Channel Historic District National Register listing in 2004, the District encompassed 98 industrial, commercial, and civic buildings on A, Binford, Congress, Farnsworth, Melcher, Midway, Pittsburgh, Sleeper, Stillings, and Summer Streets.

Fort Point Channel Landmark District

With similar but slightly different boundaries than the National Register district, the Fort Point Channel Landmark District was adopted as a City of Boston landmark district in 2008. When listed, the District included 95 industrial and commercial buildings and four structures (Summer Street Bridge over A Street, Factory Buildings Trust Industrial Building chimney, roof sign on 10 Melcher Street, and the east seawall along Fort Point Channel). The 55-acre District is roughly bounded by Seaport Boulevard to the north, Boston Wharf Road, West Service Road and Medallion Avenue to the east, Iron Street to the South and A Street, Necco Street and the eastern perimeter of the Fort Point Channel to the west. Unlike the Fort Point Channel Historic District, the Landmark District was created to ensure that any proposed exterior alterations to buildings within the District remain consistent, with the design guidelines established as part of the landmark designation process through review provided by the Fort Point Channel Landmark District Commission. Therefore, the Fort Point Channel itself was not included in the Landmark District.

Leather District

The Leather District is located to the south of Boston's Financial District, and is bounded by the railroad yards and Bus Terminal of South Station to the east, the Surface Artery to the west and north, and the Massachusetts Turnpike ramps (Kneeland Street) to the south. South Station and the project site lie immediately east of the District. The District is comprised of approximately forty-six buildings, all of which were built for commercial purposes, many associated with the leather trade.

The Leather District, formerly known as South Cove, was largely underwater until 1833, when the South Cove Corporation was given a charter to fill in the cove to create more developable commercial land. Over the next six years, 77 acres of land were added. However, during the 1840s, the need for low-cost housing led to the area being developed for residential rather than commercial uses. During the 1850s and 1860s, the growing shoe and leather trade began to push into this area, and the inexpensive housing, which had been built, was torn down. The Great Fire of 1872 destroyed much of Boston's Central Business District, including parts of the Leather District. The redevelopment that took place in the 1880s and 1890s resulted in a cohesive district with harmony of design, scale, and materials. The Romanesque Revival and Classical Revival styles dominate the area. Most of the buildings are five or six stories in height, and are characterized by continuous floor levels, band courses, and cornice lines. The favored building materials are red brick and brownstone, as well as granite, limestone, and cast stone.

Although the uses in the District have changed, the buildings have retained a high degree of architectural integrity and character. The Leather District is notable today as Boston's most intact and homogeneous district of late nineteenth century vernacular commercial structures. The district was listed on the National Register of Historic Places in 1983.

Russia Wharf Buildings

The Russia Wharf Buildings form a 2.2-acre commercial block at 270 and 276-290 Congress Street and 518-540 Atlantic Avenue. Historically known as the old Russia Wharf, the site is located in the vicinity of the 1773 Boston Tea Party and subsequently served as headquarters for the prosperous trade with Russia as early as 1784. After the Great Fire of 1872 destroyed much of the downtown and Russia Wharf structures, the City of Boston extended Congress Street over the wharf with construction of a new bridge connecting downtown to South Boston. The three extant buildings on Russia Wharf were not constructed until 1897 and were originally intended for commercial and light industrial use. The Russia Wharf buildings at 270 and 276-290 Congress Street were designed in the Classical Revival style by Boston architectural firms Rand and Taylor, and Kendall and Stevens. The locally significant architectural firm of Peabody and

Stearns was responsible for the building at 518-540 Atlantic Avenue. The district was listed on the National Register of Historic Places in 1980.

South Station Headhouse

In 1896, the Boston Terminal Company (which was composed of five smaller railroad companies) was incorporated, and plans were made to consolidate five railroad lines into one terminal, which would be called South Union Station. Land was acquired in the South Cove area, a developing commercial and warehouse district where the Boston & Worcester Railroad had already located a terminal. In preparation for this massive undertaking, the company cleared a large swath of land of existing commercial and industrial structures, abolished streets, and rerouted others. The cleared site extended east to Dorchester Avenue, including the present site of the USPS GMF, and as far south as Kneeland Street.

The Boston Terminal Company hired the architectural firm of Shepley, Rutan & Coolidge (successors to architect H.H. Richardson) to design the South Station headhouse. The building was Boston's first and now the only remaining monumental public example of the Classical Revival Style. The curved facade consists of five symmetrically arranged bays. The lower two floors have rock faced granite facing, while the upper floors are unified by dressed granite columns. The central bay is framed by full height piers, and has three massive round arched openings, topped by a colonnade and a portico of two Ionic columns with a triangular pediment. The centerpiece of the entablature is an ornate clock topped with an eagle.

With the post-war rise of the automobile and a decline in rail travel, the headhouse fell into disrepair by the 1960s, and was proposed for demolition in 1966. In 1975, however, the headhouse was placed on the National Register of Historic Places and efforts were made to restore the building as part of the South Station Urban Renewal Project that had begun in 1969. At that time, only the central portion of the original station remained. Large sections of the east and west wings had been demolished in the early 1970s for construction of the 245 Summer Street for Stone & Webster, for expansion of the USPS GMF on Dorchester Avenue, and for construction of a bus depot on Atlantic Avenue.

7.1.2. Properties Included in the Inventory of Historic and Archaeological Assets of the Commonwealth

Chester Guild, Hide and Leather Machine Company

The Chester Guild, Hide and Leather Machine Company, located at 51-53 High Street in Boston's Central Business District, was built circa 1873 following the Great Fire of 1872 that destroyed much of Downtown Boston. The narrow four-bay-wide mercantile building features a granite façade with rectangular fenestration, granite sill courses, and projecting band courses between each story. A stone modillion course defines the cornice. The rear elevation features a brick façade with an exposed basement level, granite sill and lintel courses and a corbelled brick cornice.

Built by Chester Guild & Son around 1873, the early post-fire brick mercantile building was once part of a continuous granite-faced row of buildings that extended west down High Street and around the corner on Federal Street. The building is also significant for its associations with Boston's leather industry, as Chester Guild & Son were joined by the leather splitting H.H. Read & Company in 1887. The building was recommended as eligible for inclusion in the State and National Registers as part of the Central Artery/Third Harbor Tunnel Project Updated Survey of Historic Resources.

Chinatown District

The Chinatown District is a densely populated residential and commercial neighborhood bounded on the north by Essex Street, on the west by Washington Street, on the south by Marginal Road, Oak, and Tai Tung Streets, and on the east by Tyler, Hudson, and Edinboro Streets.

Established during the Early Industrial Period, the District is characterized by a series of ca. 1840 Greek Revival style brick rowhouses along Tyler, Beach, and Hudson Streets. These early residences were built in response to the 1833 construction of the Boston and Worcester Railroad Terminal and rail yard at the intersection of Lincoln and Beach Streets. The buildings were used to house successive waves of immigrants throughout the first three quarters of the nineteenth century, including the Irish, Jewish, Syrian, and Italian populations. Following the Civil War, the development of Chinatown gained momentum with the influx of Chinese immigrants to the area. By 1875, the first Chinese laundries appeared on Harrison Avenue and by 1890, the area from Kneeland to Essex Streets was deemed the Chinese ‘colony’ of Boston. The District was recommended as eligible for inclusion in the State and National Registers as part of the Central Artery/Third Harbor Tunnel Project Updated Survey of Historic Resources.

Federal Reserve Bank of Boston

The Federal Reserve Bank of Boston located at 556 Atlantic Avenue was designed by Hugh Stubbins & Associates and completed in 1973. The building was “designed to unite a growing central business district with a major transportation exchange.” At the time, Stubbins noted that “three main forces converged to shape the design of the complex: the importance of a clear expression of distinct but related functions in a unified scheme that would enhance a prime renewal area of Downtown Boston, the need for well-defined circulation and the requirement for a high level of security within a pleasant environment.”⁸

The building was surveyed by the BLC in 2009, at which time it was noted that although not yet 50 years of age, the Federal Reserve Bank of Boston is significant for its associations with the architectural and economic renewal of Downtown Boston and its waterfront in the late-twentieth century and for its important role in the financial industry of New England. The building is an outstanding example of late twentieth-century office design by a nationally-known architect, Hugh Stubbins, and maintains an iconic presence on the Boston waterfront. Therefore, when the building reaches 50 years of age, likely it will merit National Register designation for its significance under NPS eligibility criteria A and C on the local and state levels. For the purposes of the project, the Federal Reserve Bank of Boston is recommended as meeting National Register eligibility criteria.

Keystone Building

The Keystone Building, located at 73-103 High Street in Boston’s Central Business District, was designed by architect Pietro Belluschi with the help of Emery Roth & Sons. The trapezoidal modern office tower is of steel frame construction with a two-story high base and double-height ground floor, recessed behind deep engaged piers enclosed with bronzed curtain-wall construction with clear glass spandrel panels. Bay windows wrap around the building corners and give an undulating appearance to the facades. The Keystone Building was the first to use Travertine marble as a cladding material rather than an interior embellishment.

Construction of the building was completed in 1970 as headquarters for Keystone Custodian Funds, Inc., a financial organization founded in 1932. It does not appear to meet the threshold of exceptional significance of National Register Criterion Consideration G, for properties less than 50 years of age. While it is included in the Inventory, consideration of the building’s eligibility for inclusion in the National Register is

⁸ Massachusetts Historical Commission. *Inventory of Historic and Archaeological Assets of the Commonwealth*. Boston: Massachusetts Historical Commission, Office of the Secretary of State, 2013 Federal Reserve Building, MHC BOS.1516

recommended when the building reaches 50 years of age, per the NPS eligibility criteria. The BLC updated the original Inventory Form in 2009 and noted the building should be reconsidered for listing when it reaches 50 years of age.

Kneeland Street Steam Heating Plant

The Kneeland Street Steam Heating Plant, located at 155 Kneeland Street in the Central Business District, was built between 1929 and 1930 as the first central steam plant in the City of Boston. The red brick building features a band course of cast stone beneath a continuous cast stone sill course between the first and second stories along the north and west elevations. The south and east elevations are clad with corrugated metal, and a pair of highly visible twin stacks extend from the roof. The power plant was recommended as eligible for inclusion in the State and National Registers as part of the Central Artery/Third Harbor Tunnel Project Updated Survey of Historic Resources in 1989. The power plant was determined eligible for listing in the State and National Registers by the MHC in 1990.

MBTA Operations Center Power Station

The MBTA Operations Center Power Station, located at 35-49 High Street in Boston's Central Business District, was designed by the architectural and engineering firm of Jackson & Moreland and built by the George A. Fuller Company in 1970. Jackson & Moreland was a Boston-based firm of consulting engineers, founded around 1920 by Dugald C. Jackson (1865-1951) and Edward L. Moreland, who each served, at different times, as head of the electrical engineering department at MIT. The company provided services in electrical, civil, structural, and mechanical design, with a broad portfolio of infrastructure projects around the country. The modern brick power station does not appear to meet the threshold of exceptional significance of National Register Criterion Consideration G, for properties less than 50 years of age. While it is included in the Inventory, consideration of the building's eligibility for inclusion in the National Register is recommended when the building reaches 50 years of age, per the NPS eligibility criteria.

South End Industrial Area

The South End Industrial Area (the "Area") comprises approximately 83 acres located south of Chinatown and the Massachusetts Turnpike Extension, south of Downtown Boston. The roughly L-shaped Area includes 20 buildings, most of which are masonry-clad, multi-story, rectangular factory, machine shop, and warehouse buildings with flat-roofs, regular fenestration patterns, brick and granite trim. The first floors typically contain heavy granite and iron structural members, allowing wide bays for display of merchandise and movement of raw materials and finished products through the building. Historically, the main industries of the Area included furniture making, specifically pianos. The Area also includes a significant early electrical generating station, the former Boston Elevated Railway Co. Central Power Station at 540A Harrison Avenue. Most structures are in fair to good condition, and the Area benefits from significant adaptive reuse as well as mixed use of its industrial structures.

The South End Industrial Area was previously surveyed for the BLC as part of a City-Wide Comprehensive Industrial Survey of Boston, Massachusetts. At that time, it was noted that the South End Industrial Area possessed integrity of location, design, setting, materials, workmanship, feeling, and association. The area was recommended as eligible for inclusion in the National Register of Historic Places as a potential historic district, meeting NPS eligibility criteria A and C. The South End Area continues to possess integrity of location, design, setting, materials, workmanship, feeling, and association and the recommendation that the area is eligible for inclusion in the National Register of Historic Places is still relevant.

The APE contains a small section of one building at 110-112 Shawmut Avenue located within the South End Industrial Area. This building was identified as a contributing property to the South End Industrial Area but was not recommended as individually eligible for inclusion in the National Register as part of the BLC's industrial survey.

245 Summer Street

The building at 245 Summer Street, constructed for Stone & Webster Building, was designed by the New York architectural firm of Welton Becket & Associates in 1973. The International style steel frame office block effectively extended the financial area into the South Station area. Because of its relatively low profile and uncomplicated facades, it presents a non-competing backdrop for the monumental, South Station headhouse. Construction of the building was completed in 1973 and does not appear to meet the threshold of exceptional significance of National Register Criterion Consideration G, for properties less than 50 years of age. While it is included in the Inventory, consideration of the building's eligibility for inclusion in the National Register is recommended when the building reaches 50 years of age, per the NPS eligibility criteria.

USPS General Mail Facility/South Postal Annex

The USPS GMF, located adjacent to the South Station tracks to the southeast, was constructed ca. 1934 with a substantial renovation and addition constructed in 1966 (southern structure) by the Boston architecture firm of Pedersen & Tilney, and a subsequent renovation in 1979 (northern building) by the Boston firm of Perry Dean Stahl and Rogers. The three-story southern structure is constructed of brick, with irregular fenestration and loading docks at ground level on the east (Dorchester Avenue) elevation. Stepped-back penthouse levels at the northern end of the structure contain horizontal bands of windows and wide concrete bands at the top edge. The northern structure is clad in metal with pairs of overscaled vent pipes protruding from three levels of the southern end of the east elevation. A double-height entrance occupies the northeast corner, featuring dark glass curtain walls framed by white metal-clad piers and lintels and a bright red, curved canopy over the revolving door. A small raised entry plaza contains concrete steps, low walls, and paving. Loading bays at the south end of this elevation are protected by a flat metal canopy above. Single square windows are distantly spaced on the second and third levels, surmounted by circular windows on the top floor. Single square windows are employed on the short north wall.

The building was surveyed by BLC in 1980, at which time it was noted that the structure did not contribute architecturally to the surrounding area. The building was evaluated by the USPS in 1983, which concluded that extensive renovations had substantially altered the original structure and that the property did not meet National Register eligibility criteria. The building is now over 50 years of age, however, per the NPS eligibility criteria, the building still lacks sufficient integrity of design, materials, and workmanship to be eligible for listing in the National Register. A copy of the USPS documentation is included with the inventory form in Attachment B.

The MHC reviewed the building's National Register eligibility as part of the SSX DEIR. MHC staff concurred that the USPS GMF/South State Postal Annex does not meet the criteria of eligibility for listing in the National Register of Historic Places (36 CFR 60) pursuant to the USPS 1983 evaluation. A copy of the MHC's letter, dated December 23, 2014 is included in Attachment D.

Weld Building

The Classical Revival style Weld Building, located at 172-180 Federal Street in Boston's Central Business District, was designed by the nationally prominent architectural firm of Shepley, Bulfinch and Coolidge, the successor firm to Henry Hobson Richardson's firm, and built by the Norcross Brothers in 1900. The

office and commercial building features two recessed entrances at the northwest and southwest corners, each with polished granite Doric columns set in antis within glass and metal storefront systems. The second story features cast stone ornamented with medallions and pendant swags between the paired windows and the upper stories feature flanking three-bay pavilions with cast stone window surrounds. A two-story addition designed by August Associates was made to the roof in 1987 which replicated the second story cast stone denticulated cornice and inserted symmetrical windows that were identical the single pane windows in the existing building with a ‘transom’ detail below. The building was recommended as eligible for inclusion in the State and National Registers as part of the Central Artery/Third Harbor Tunnel Project Updated Survey of Historic Resources.

7.1.3. Properties Not Previously Surveyed

Gillette

The Gillette complex currently consists of 20 buildings that were constructed from circa 1910 through 2000. As shown in Figure 4, the property totals approximately 37 acres, bounded on the northeast by Necco Street and Necco Court, on the southeast by A Street, on the southwest by West Second Street and the northwest by Dorchester Avenue and the Fort Point Channel. The property is accessed from the surrounding streets as well as an interior street network including Mt. Washington Avenue, Granite Street, Binford Street, Baldwin Street, Baldwin Place, and Richards Street.

Gillette was and remains an important manufacturing employer in the Boston area. The growth of the complex is part of a pattern of industrial development seen along the South Boston waterfront in the late nineteenth and early twentieth centuries. The complex is associated with the founder of the Gillette Company, King Camp Gillette, a noted inventor, and is the site of innovations in shaving technology and personal hygiene. While some buildings have been altered with later additions and/or replacement windows and doors, the majority of the complex is intact. Later development such as Building 14 is part of the expansion of facilities and associated with the company’s growth in the twentieth century.

The property is recommended as eligible for listing in the National Register of Historic Places under Criterion A for its importance in the industrial history of Boston and the development of manufacturing along the Fort Point Channel. The complex is also recommended as eligible under Criterion C as an important example of industrial architecture from the early through the mid-twentieth century.

7.2. Layover Facilities

7.2.1. Widett Circle

The APE for Widett Circle is shown in Figure 5. There are no historic properties listed in the National or State Register of Historic Places, included in the Inventory, or 50 years or older that have not been previously identified within the Widett Circle project limits APE.

7.2.2. Readville – Yard 2

A review of MHC records conducted during the background research phase of the survey and field survey found that there are no historic buildings or structures listed in the National or State Register of Historic Places within the Readville – Yard 2 APE. A portion of the Readville – Yard 2 APE is located within the Readville Industrial Survey Area, which is a large, previously surveyed area that encompasses historic districts and individual historic properties. The portion of the Readville Industrial Survey Area located within the APE includes two individual historic properties. There are no other properties 50 years or older

in the Readville – Yard 2 APE that have not been previously identified. The APE and resources are shown in Figure 6 and listed in Table 2

Historic Resources within the Readville – Yard 2 APE

. An excerpted copy of the MHC Inventory form for the Readville Industrial Survey Area is located in Attachment B. The Readville Industrial Survey Area and the two individual historic resources located within the Readville – Yard 2 APE are described in the following subsections.

Table 2 Historic Resources within the Readville – Yard 2 APE

Name	Historic Designation/Recommendation
<i>Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth</i>	
Readville Industrial Survey Area – Standard Oil Company Depot Complex	Determined Not National Register Eligible ^a
Readville Industrial Survey Area – Frank Kunkel & Son Hammered Forgings	Determined Not National Register Eligible ^a

Areas included in the MHC Inventory within the APE

Readville Industrial Survey Area

The Readville Industrial Survey Area in Hyde Park is a roughly bow-shaped region comprising approximately 215 acres beginning at the former Readville Car Shops (MHC 11076; 12907-16; 1902) at the Dedham/Hyde Park border and continuing north toward Milton. The area ranges northeast-southwest along the line of the former New York, New Haven and Harford Railroad (now the NEC and MBTA Fairmount Line/Dorchester Branch). Most sites are concentrated in a corridor along Hyde Park Avenue between Wolcott Square, Grantley Street, B Street, Eastern Avenue and Factory Street. The area is bordered by the Neponset River to the northeast, and terminates just south of the junction of the Neponset River and Mother Brook. There are several sites close to the northeast corner of Mill Pond and along the path of Mother Brook on River Street, Reservation Road, and Business Street. The area is characterized by masonry, concrete-frame, steel-frame, and timber-frame buildings constructed between 1866 and about 1950. Building types include foundries, machine shops, and warehouses.

The Readville Industrial Survey Area was previously surveyed for the BLC as part of a City-Wide Comprehensive Industrial Survey of Boston, Massachusetts. The area as a whole was not recommended for listing as a potential historic district. Within the area, four separate industrial complexes were recommended for listing in the National Register Places. The two properties identified and surveyed within the Readville Industrial Survey Area and located within the Readville – Yard 2 APE described above were not recommended for meeting NPS National Register eligibility criteria. The two properties are described in the following subsection.

Properties Included in the Inventory of Historic and Archaeological Assets of the Commonwealth

Frank Kunkel & Son Hammered Forgings, Wolcott Court

Frank Kunkel & Son Hammered Forgings located on Wolcott Court is a rectangular, one-story, one by 13-bay, masonry and steel frame building with a gable roof. The elevations are articulated by brick piers between the bays. The main entrance is located on the west elevation and to the north of a large, metal, roll up bay. Windows are rectangular, aluminum, fixed sash, single-pane openings with bay-width concrete sills and lintels. The south elevation of the structure has been modified to an office building appearance with a metal, standing-seam shed roof over the entrance. To the south of this structure is a 1½-story, end gable building clad in corrugated metal with an asphalt shingle roof. An entrance is located on the south elevation

with a large, metal roll-up door. The last two bays on the east elevation are smaller and contain a standing seam metal roof. The building is in fair condition.

The Frank Kunkel & Son Hammered Forgings building was previously surveyed in 1997 as part of a City-Wide Comprehensive Industrial Survey of Boston, Massachusetts. At the time the building was surveyed it was noted to be extensively modified and the building was not recommended as eligible for inclusion in the National Register. In the subsequent years, the building has continued to be modified. The building is not associated with significant events or persons and does not embody distinctive architecture. In addition, the building lacks sufficient integrity of design, materials, and workmanship and does not appear to be eligible for listing in the National Register, per the NPS eligibility criteria.

Standard Oil Company Depot Complex, Wolcott Street

The Standard Oil Company Depot Complex on Wolcott Street, consisting of six masonry-and-steel frame buildings, originally supplied oils and lubricants for machine shops, cranes, rail car bearings, and other machinery in the area. The main building is a two-story, three-by-three-bay structure with a one-story shed-roof ell. The second building to the east is a rectangular six-by-three-bay structure with the entrance located in a shed-roof porch at the west elevation. The third building at the northeast corner is a four-by-one-bay structure with a high concrete foundation sheathed in ribbed metal with a shed roof. The fourth building is a one-story, three-by-two-bay structure located in the northern half of the complex. The fifth building is a small, end-gable brick structure. The sixth building is a one-story, shed-roof timber frame building sheathed in ribbed metal. The buildings are in fair to poor condition.

The Standard Oil Company Depot Complex was previously surveyed in 1997 as part of a City-Wide Comprehensive Industrial Survey of Boston, Massachusetts. At that time, the complex was not recommended as eligible for inclusion in the National Register. When the complex was surveyed, it was noted to be in poor condition and the buildings have continued to deteriorate. The complex is not associated with significant events or persons and does not embody the distinctive architecture. In addition, the buildings lack sufficient integrity of design, materials, and workmanship and do not appear to be eligible for listing in the National Register, per the NPS eligibility criteria.

8. Project Impacts and Mitigation

FRA and MassDOT conducted impact analyses to assess potential project impacts to historic resources within and in the vicinity of the South Station and the layover facilities. These analyses were considered for impacts to historic resources, specifically in the areas of visual, noise and vibration, shadow, wind, and demolition. The analysis methodology, project impacts to historic resources, and proposed mitigation are summarized in this section.

8.1. Methodology

8.1.1. Visual

The physical improvements of the station expansion for the Build Alternative (Transportation Improvements Only) would be consistent with the scale of the existing South Station headhouse; therefore, a visual impact assessment was not undertaken.

New construction and/or expansion at the layover facility sites would be minimal and would be consistent with the surrounding industrial land uses; therefore, an analysis of impacts to historic properties was not undertaken for the layover facilities.

8.1.2. Noise and Vibration

The *Noise and Vibration Technical Report*⁹ of the SSX EA and DEIR describe the analysis methodology and potential noise and vibration impacts resulting from train operations and construction of the proposed project. The noise analysis considered the existing conditions and potential impacts to resources in the vicinity of South Station in accordance with FTA criteria, to assess if the project would introduce new noise and/or vibration that would have adverse impacts on historic properties located within the APE, defined as the introduction of audible or atmospheric elements that could cause damage, are out of character with, or could alter the setting of the historic property. Historic properties that were included in the noise assessment that are also included in the South Station APE include the South Station headhouse, Federal Reserve building, Fort Point Channel Historic District, Leather District, and 245 Summer Street (an inventoried property but not recommended National Register eligible).

New construction at the layover facilities in the Build Alternative is minimal and noise and vibration impacts to significant historic resources are not anticipated. An analysis of impacts to historic properties was not undertaken for the layover facilities.

8.1.3. Shadow

The *Coastal Resources Technical Report*¹⁰ of the SSX EA and DEIR describe the analysis methodology and potential shadow impacts of the proposed project. The shadow analysis considered the existing conditions and potential impacts to resources in the vicinity of South Station in accordance with Chapter 91 shadow study criteria. The analysis considered if new shadow from the project would have adverse impacts on historic properties within the APE, defined as the introduction of shadows that are out of character with or would alter the setting of the historic property.

Historic properties included in the study that are also included in the South Station APE include South Station, Fort Point Channel Historic District, Federal Reserve building, and 245 Summer Street.

The shadow analysis examined the potential impacts to the ground-level public spaces. Analyses were conducted for the hours of 9:00 a.m., 10:00 a.m., 11:00 a.m., 12:00 p.m., 1:00 p.m., 2:00 p.m., 3:00 p.m., 4:00 p.m., 5:00 p.m., and 6:00 p.m. on October 23, which is a commonly used and accepted date by both Massachusetts Coastal Zone Management (CZM) and the Massachusetts Department of Environmental Protection (MassDEP) for shadow analysis within Chapter 91 jurisdiction.

New construction at the layover facilities in the Build Alternative is minimal and shadow impacts to significant resources are not anticipated. An analysis of impacts to historic properties was not undertaken for the layover facilities.

8.1.4. Wind

The *Coastal Resources Technical Report*¹¹ of the SSX EA and DEIR describe the potential wind impacts within a 1,600-foot radius of the South Station project site. The wind analysis considered the existing conditions and potential impacts to resources in the vicinity of South Station in accordance with the BRA's standards for assessing the relative wind comfort of pedestrians. The analysis was undertaken to assess if

⁹ South Station Expansion Project *Draft Environmental Impact Report, Appendix 11 – Noise and Vibration Technical Report*. October 2014. Available at <http://www.massdot.state.ma.us/southstationexpansion/DEIR>

¹⁰ South Station Expansion Project *Draft Environmental Impact Report, Appendix 6 – Coastal Resources Technical Report*. October 2014. Available at <http://www.massdot.state.ma.us/southstationexpansion/DEIR>

¹¹ South Station Expansion Project *Draft Environmental Impact Report, Appendix 6 – Coastal Resources Technical Report*. October 2014. Available at <http://www.massdot.state.ma.us/southstationexpansion/DEIR>

the project would introduce new wind conditions that would have adverse impacts on historic properties located within the APE, defined as the introduction of atmospheric elements that could cause damage, are out of character with, or could alter the setting of the historic property. Historic properties located in the wind study area that are also included in the South Station APE are the South Station headhouse, Fort Point Channel Historic District, Leather District, Commercial Palace Historic District, Kneeland Street Steam Heating Plant, and Federal Reserve building, and 245 Summer Street.

The new construction at the layover facilities is minimal and wind impacts to significant resources are not anticipated. An analysis of impacts to historic properties was not undertaken for the layover facilities.

8.1.5. Demolition

The project includes the expansion of South Station onto the adjacent USPS property. MassDOT would acquire and demolish the USPS GMF. The USPS facility is located within the APE but is not a historic property.

The project includes the demolition of the food processing, food storage, and food logistics buildings at Widett Circle. The buildings located within the Widett Circle APE were all constructed less than 50 years ago and are not considered historic properties.

There is no demolition proposed at Readville – Yard 2.

8.1.6. Historic Rehabilitation

Historic rehabilitation is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values."¹² Historic rehabilitation that has the potential to have direct physical impacts to historic properties within the APE is limited to improvements to the Fort Point Channel seawall adjacent to Dorchester Avenue. Potential historic rehabilitation impacts were evaluated utilizing the Secretary of the Interior's Standards for Rehabilitation.

8.2. No Build Alternative

The No Build Alternative represents a future baseline condition against which the Build Alternative is compared.

8.2.1. South Station Site

The No Build Alternative represents a future baseline condition against which the Build Alternative is compared. With the No Build Alternative, South Station, including the headhouse and track operations, and the USPS GMF, would remain as they currently exist. The majority of Dorchester Avenue at the site would remain in private use by the USPS in support of USPS operations. Extending from the southern line of Summer Street, the MBTA would continue to maintain a permanent easement along Dorchester Avenue for pedestrians and vehicles of over approximately 200 feet. Generally unrestricted public access would continue to be provided along Dorchester Avenue of over approximately 400 feet for customer use of USPS facilities.

¹² Secretary of the Interior's Standards for Rehabilitation (codified in 36 CFR 67).

With the No Build Alternative, there would be no private development associated with South Station beyond the development previously approved in the SSAR project.

Visual

The No Build Alternative would have no visual impact on historic properties within the South Station APE.

Noise and Vibration

Noise and vibration from the No Build Alternative would be similar to the existing conditions.

Shadow

Shadow from the No Build Alternative would not increase impacts beyond the future existing conditions of the South Station site, which already experiences significant morning shadow cover from existing buildings and decreased shadow cover as the afternoon progresses.

Wind

Wind from the No Build Alternative would not increase impacts beyond the future existing conditions. Winds at sidewalks and building entrances in the No Build Alternative are comfortable for walking, standing, or sitting. Uncomfortable wind speeds exist at the intersection of Atlantic Avenue and Essex Street, along the east bank of Fort Point Channel, and at the south end of the development site.

Demolition

There is no demolition in the No Build Alternative.

New Construction

There is no new construction in the No Build Alternative

8.2.2. Layover Facility Sites

Widett Circle

In the No Build Alternative, it is anticipated the existing parcels would continue in private ownership, and the site would continue to be used for industrial land use. The No Build Alternative would have no impacts on historic properties within the Widett Circle APE.

Readville – Yard 2

In the No Build Alternative, MassDOT would continue to use Readville – Yard 2 as its maintenance repair facility and largest layover yard for its south side service. It is anticipated that MassDOT would continue to use Readville – Yard 2 to provide layover space for ten trainsets. The No Build Alternative would have no impacts on historic properties within the Readville – Yard 2 APE.

8.3. Build Alternative

The Build Alternative would include the previously-approved SSAR project described in Section 6.1 and the SSX Transportation Improvement Only project described in Section 6.2. FRA and MassDOT assessed potential project impacts to historic properties within and in the vicinity of the South Station site and the two layover facility sites relative to noise, vibration, and visual impacts to historic properties associated with operations and construction.

A wind study was not conducted for the project because as a nonwater-dependent infrastructure project subject to 310 CMR 9.55, it is not subject to the provisions of 310 CMR 9.51. Demolition of the USPS GMF and Widett Circle properties were not analyzed because none of the buildings proposed for demolition are historic properties. Demolition impacts to adjacent buildings was considered as part of the construction impacts.

This section presents an evaluation of the impact of the project upon historic properties in the APE. This section also assesses requirements for mitigation measures for impacts to historic properties at the three project sites relative to noise, vibration, and visual impacts.

8.3.1. South Station Site

Noise and Vibration

Operations

The project would add tracks adjoining 245 Summer Street in the current location of the USPS GMF facility. In general, the noise from any single train operation, such as a diesel locomotive idling adjacent to the South Station headhouse, would generate the same noise level inside the headhouse for both the existing and the Build Alternative (Transportation Improvements Only). This would be true for noise levels outside of the headhouse as well. However, the results of the noise modeling analysis indicate that the cumulative 24-hour (Ldn) noise levels would actually decrease along Atlantic Avenue due to the increase in the number of tracks at South Station (from 13 to 20) resulting in a redistribution of the trains away from Atlantic Avenue.

Similarly, at locations within the Leather District, the Ldn noise level is expected to decrease because the added tracks to the east of South Station would result in the redistribution of the trains further away from the Leather District. This would also result in a reduction of the peak hour Leq noise level along Atlantic Avenue and in the Leather District.

The existing USPS facility acts as an effective noise barrier, so that noise from existing train operations does not impact receptors across Fort Point Channel. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To minimize or eliminate adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track. This noise barrier would also protect the Fort Point Channel Harborwalk, providing 10 to 12 dBA noise reduction, and the proposed Dorchester Avenue Harborwalk. These mitigation measures will effectively eliminate any potential adverse project impacts.

Train activity at South Station is not expected to result in any ground-borne noise inside the building. Due to the slow speed of trains entering and leaving South Station (approximately 10 miles per hour), train vibration levels would be below FTA criteria.

Construction

Demolition and construction noise levels from the project are not expected to exceed FTA construction noise limits. However, construction noise levels from the project are expected to exceed the more stringent City of Boston construction noise limits at the headhouse building at existing South Station, based on the assumed construction equipment mix.

Temporary noise barriers or noise enclosures for equipment would be utilized to mitigate construction noise levels at South Station headhouse and 245 Summer Street. A Construction Management Plan/ Noise Control Plan would be implemented to mitigate construction noise levels, including providing noise monitoring during construction to determine compliance with FTA and City of Boston construction noise limits. Noise control Best Management Practices and mitigation measures during construction would be included in the Construction Management Plan/Noise Control Plan, and could include the following:

- Installing temporary noise barriers;
- Applying acoustic enclosures and setting acoustic shield requirements for jackhammers, chainsaws, and pavement breakers;
- Establishing protocols for reporting noise monitoring results, noise reduction measures used, and responses to the community;
- Locating stationary construction equipment as far as possible from noise-sensitive sites;
- Constructing noise barriers, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receptors; and
- Monitoring noise after service starts (with the proposed mitigation in place) to evaluate whether the actual noise levels correspond with the modeled values and take appropriate corrective actions if the actual values are found to be higher than the projections.

Vibration levels generated by the construction equipment proposed for this project would not result in structural damage to the headhouse or other nearby buildings, but could exceed the FTA human annoyance criterion.

During construction at the South Station site, precondition surveys and vibration monitoring would be conducted to document initial conditions and to monitor vibration levels during construction. The Construction Management Plan would establish vibration limits and other similar performance criteria, as well as require the contractor to plan and implement mitigation measures if adverse impacts were detected during construction. Below-grade work would be conducted under the technical monitoring of a geotechnical engineer to observe and document construction procedures, monitor vibrations, and to anticipate and facilitate any needed mitigation measures.

Vibration control Best Management Practices and mitigation measures during construction would be included in the Construction Management Plan, and could include the following:

- Minimizing and/or avoiding the use of impact and vibratory equipment that generates higher vibration levels (104 to 110 VdB [(vibration decibels) at a distance of 25 feet from the pile driver), to avoid potential damage to buildings located within 65 feet of such equipment; and
- If pile driving is required, considering use of pre-augering holes to reduce vibration impacts.

Visual and Design Considerations

The existing South Station headhouse is 105 feet tall. The new construction associated with the track expansion would not exceed 80 feet in height.

Currently, the Fort Point Historic District cannot be viewed from the southwest across Fort Point Channel because of prohibited access along Dorchester Avenue adjacent to the USPS facility. The completion of and public access to the Harborwalk along Dorchester Avenue would improve the views within the Fort Point Channel Historic District across Fort Point Channel. Views of the district would be improved because the Harborwalk would provide closer unimpeded views of the district across the Channel as well as better-looking views from the district across the Channel towards the station.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. Although the station design has not been advanced beyond conceptual design, MassDOT intends the station expansion to be consistent with the scale of the existing South Station headhouse. The completion of the Harborwalk along Dorchester Avenue would improve the views of the Fort Point Channel Historic District. Currently, the District cannot be viewed from the southwest because of prohibited access along Dorchester Avenue adjacent to the USPS facility.

Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civic architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

The project would create a work of civic architecture that celebrates the sense of arrival and departure and whose components comprise an innovative and interesting design solution that complements the station's historic and architectural significance.

Project plans will be submitted to the MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the established design principles and historic preservation standards for new construction.

Historic Rehabilitation

The project includes improvements to the Fort Point Channel seawall along Dorchester Avenue, raising a 700-foot section by 1.5 feet to match the elevation of the seawall to the north and south. This would be accomplished by adding a layer of granite block between the existing granite capstone and the existing top layer of block. The adjacent right-of-way (Dorchester Avenue) would be raised to match the grade of the elevated seawall. The existing deteriorated metal railing along the top of the wall would be removed and a new decorative crash rated railing would be placed directly adjacent to the seawall, consistent with the Harborwalk design standards.

The seawall improvements would not introduce any elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's Standards for Rehabilitation. The seawall would continue to serve its original purpose protecting the adjacent properties from the sea and supporting the adjacent land (Dorchester Avenue) (Standard 1). No historic material is proposed to be removed. The new course of seawall will be constructed of granite blocks, either recovered from near the seawall/channel or acquired from local quarries in Massachusetts or New-England. The historic character of the seawall would be retained and preserved and the material, size, and configuration of the new 1.5-foot course of granite block would match the existing seawall (Standards 2, 5, 6, 9).

8.3.2. Layover Facility Sites

New construction at the layover facility sites would include minimal vertical components; consequently, noise, vibration, and visual impacts to historic properties within the APE are not anticipated. New construction and/or expansion at the layover facility sites would be consistent with the surrounding industrial land uses.

Widett Circle

Existing food processing, food storage, and food logistics buildings to be demolished are located within the Widett Circle APE, but they are not historic properties. Train operation noise impacts at the Widett Circle would be below FTA impact criteria. Construction noise levels at the site are not expected to exceed FTA construction noise limits. Predicted new vibration at the site would not impact historic properties within the APE.

Readville – Yard 2

Noise impacts would occur at residences along Wolcott Street and Riley Road. While these areas are located within the APE, the impacted properties are not identified historic properties. Construction noise levels at the site are not expected to exceed FTA construction noise limits. Predicted new vibration at the site would not impact historic properties within the APE.

8.4. Determination of Effect

FRA and MassDOT undertook a determination of effect analysis for historic properties located within the APE, to determine whether the project would have an adverse effect upon the historical, architectural, or cultural characteristics of the historic properties. FRA and MassDOT utilized the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties. “Effect” means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register. An adverse effect is found when an undertaking may have an effect that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. FRA and MassDOT applied the criteria to assist in consultation with the MHC in accordance with Section 106 review procedures.

Multiple historic properties are located within the APE, as summarized in Table 3. Note there are no historic properties in the Widett Circle and Readville – Yard 2 layover facility sites.

Table 3 summarizes historic properties within the APE and FRA's determination of effect. FRA determined that the SSX project would have a Conditional **No Adverse Effect** on historic properties, provided the following conditions are implemented during project design and construction:

- MassDOT will develop and implement a Construction Management Plan/Noise Control Plan to ensure construction noise is in compliance with FTA and City of Boston construction noise limits. Performance criteria will be developed for all noise-sensitive sites and a monitoring program will be followed throughout construction.
- MassDOT will install a noise barrier along the easternmost track on the Dorchester Avenue side of South Station to minimize or eliminate adverse noise impacts to properties to the east, including the Fort Point Channel Historic District. The USPS GMF currently serves as an effective noise barrier; with the eventual removal of this building, a new noise barrier will need to be installed. Detailed information about the new noise barrier is available in the FEIR and forthcoming EA.
- The Fort Point Channel east seawall will be raised 1.5 feet along an approximately 700-foot section along Dorchester Avenue to match the elevation of the adjacent east seawall to the north and south. The seawall will match the existing in material, size, color, texture, and configuration. The work will be undertaken in accordance with the Secretary of the Interior's Standards for Rehabilitation.
- MassDOT will design all new construction in accordance with the aforementioned project design principles and the Secretary of the Interior's Standards for Rehabilitation and guidelines for new construction. MassDOT will submit project plans to MHC for review at the 30% and 60% design phases. The consulting parties will also be given the opportunity to review and comment on the 30% and 60% design plans concurrently with the MHC. If any consulting party provides substantive comments on the 30% and/or 60% design plans, MassDOT will respond in writing to that party with an explanation of how its comments were considered or addressed, and will forward any consulting party comments received and MassDOT's responses to MHC. MassDOT will consider substantive input received from any consulting parties that choose to comment, and will address any MHC concerns prior to finalization of the plans.

FRA anticipates the MHC will concur with this finding, although this determination is not expected prior to publication of the draft EA. FRA will present the final determination in the final EA. Because impacts to archaeological resources are unlikely, no mitigation measures related to archaeological resources are proposed. To address the possibility of encountering previously undocumented archaeological resources during construction, an unanticipated discoveries plan would be prepared prior to construction.

Table 3 SSX APE Determination of Effect

Name	Determination of Effect	Conditions
<i>Properties listed in the National and/or State Registers of Historic Places</i>		
Leather District	No Effect	NA
Russia Wharf Buildings	No Effect	NA
Commercial Palace Historic District	No Effect	NA
Fort Point Channel Historic District	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Repairs
South Station Headhouse	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review
Fort Point Channel Landmark District	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier
<i>Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth</i>		
Chester Guild, Hide and Leather Machine Company	No Effect	NA
Chinatown District	No Effect	NA
Federal Reserve Bank of Boston	No Effect	NA
Kneeland Street Steam Heating Plant	No Effect	NA
South End Industrial Area	No Effect	NA
Weld Building	No Effect	NA
USPS General Mail Facility/South Postal Annex	No Historic Properties Affected – Recommended Not National Register Eligible	NA

9. Acronyms and Abbreviations

APE – Area of Potential Effects

BLC – Boston Landmarks Commission

BRA – Boston Redevelopment Authority

ca. – circa

CFR – Code of Federal Regulations

CMR – Code of Massachusetts Regulations

CSXT – CSX Transportation

CZM – Massachusetts Coastal Zone Management

dBA – decibels adjusted

EA – Environmental Assessment

EEA – Executive Office of Energy and Environmental Affairs

EIR – Environmental Impact Report

ENF – Environmental Notification Form

FRA – Federal Railroad Administration

FTA – Federal Transit Administration

GMF – General Mail Facility

I-90 – Interstate 90/Massachusetts Turnpike

I-93 – Interstate 93/Central Artery

Ldn – Day-Night Average Sound Level

Leq – Equivalent Continuous Sound Level

MACRIS – Massachusetts Cultural Resources Information System

MassDEP – Massachusetts Department of Environmental Management

MassDOT – Massachusetts Department of Transportation

MBTA – Massachusetts Bay Transportation Authority

MEPA – Massachusetts Environmental Policy Act

M.G.L. – Massachusetts General Law

MHC – Massachusetts Historical Commission

NEC – Northeast Corridor

NEPA – National Environmental Policy Act of 1969

NPS – National Park Service

OTP – On-time Performance

sf – square feet

SHPO – State Historic Preservation Officer

SSAR – South Station Air Rights

SSX – South Station Expansion

USC – United States Code

USPS – United States Postal Service

VdB – vibration decibel

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- Fort Point Channel Landmark District
- Leather District
- South Station Headhouse

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- Federal Reserve Bank of Boston, MHC BOS.1516
- Frank Kunkel & Son Hammered Forgings, Wolcott Court, MHC BOS.12915
- Readville Industrial Survey Area, MHC BOS.RQ
- South End Industrial Area, MHC BOS.RK
- Standard Oil Company Depot Complex, Wolcott Street, MHC BOS.12916
- 245 Summer Street, MHC BOS.2050
- USPS General Mail Facility/South Postal Annex, MHC BOS.1694

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Attachment A: National Register of Historic Places Nomination Forms (Excerpted)

Attachment A includes copies of National Register of Historic Places nomination forms (excerpted) that are on file at the MHC and BLC. Forms in Attachment A are:

- Commercial Palace Historic District
- Fort Point Channel Historic District
- Fort Point Channel Landmark District
- Leather District
- Russia Wharf Buildings
- South Station Headhouse

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Massachusetts Cultural Resource Information System

MACRIS

For more information about this page and how to use it, [click here](#).

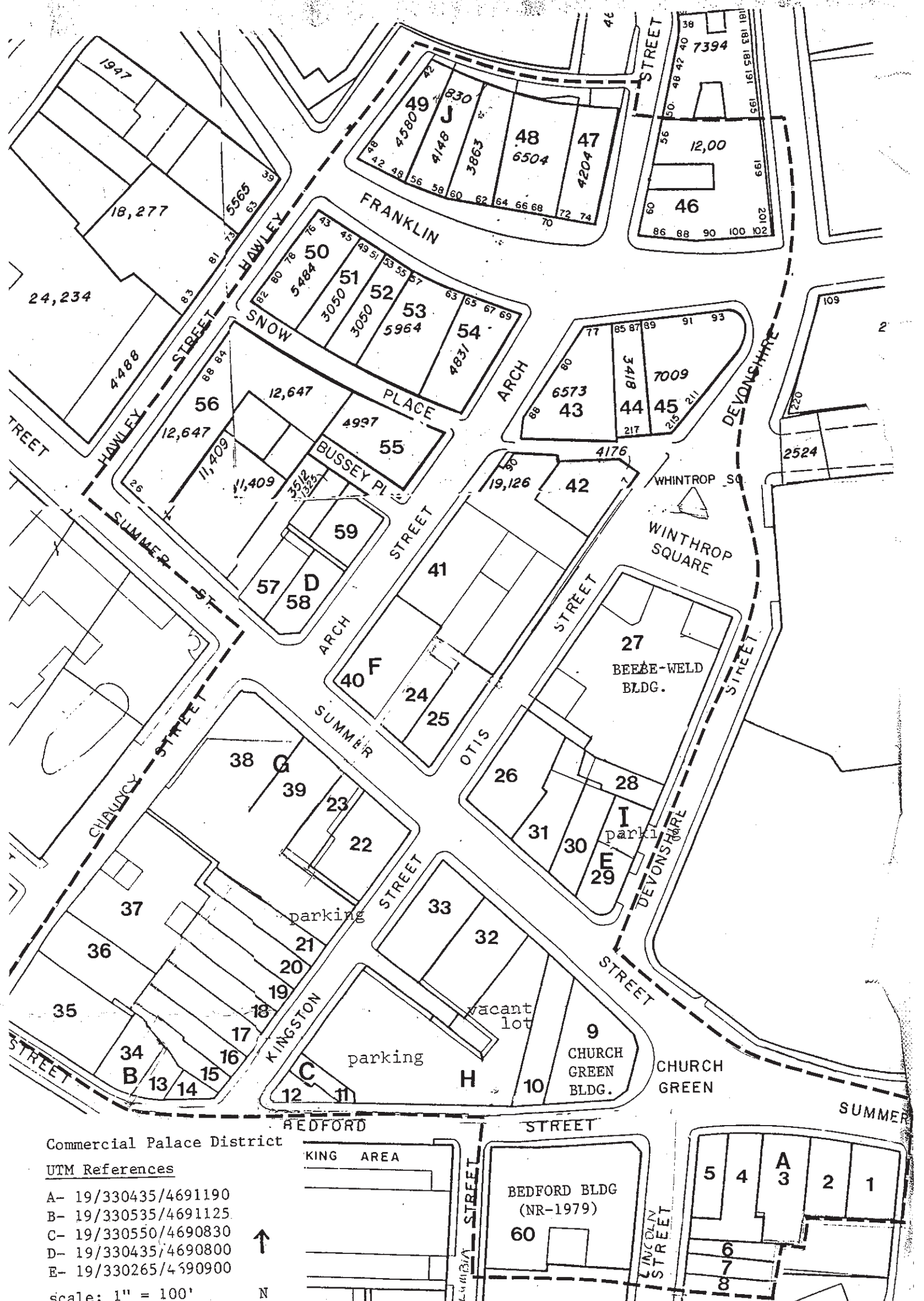
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Common Name:	
Address:	
City/Town:	Boston
Village/Neighborhood:	Central Business District; Retail
Local No:	
Year Constructed:	
Architect(s):	
Architectural Style(s):	
Use(s):	Commercial District
Significance:	Architecture; Commerce; Community Planning
Area(s):	
Designation(s):	Nat'l Register DOE (7/3/1985)
Building Material(s):	



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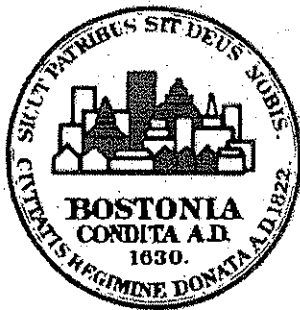
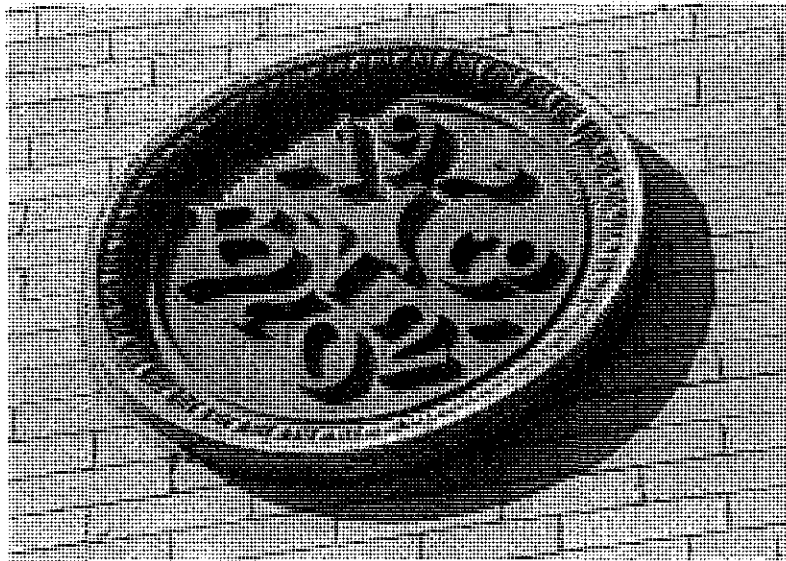
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The Fort Point Channel Landmark District

Study Report

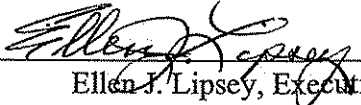
Amended 12/9/2008

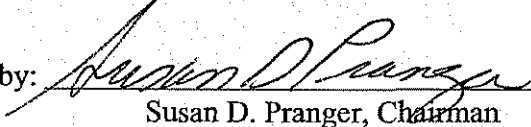


Boston Landmarks Commission
Environment Department
City of Boston

Report on the Potential Designation of
The Fort Point Channel Landmark District
as a Landmark District under Chapter 772 of the Acts of 1975, as amended

Amended 12/9/2008

Approved by:  9/23/08
Ellen J. Lipsey, Executive Director Date

Approved by:  9/23/2008
Susan D. Pranger, Chairman Date

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Introduction

The Fort Point Channel Study Committee hereby transmits to the Boston Landmarks Commission its report on the designation of the Fort Point Channel Landmark District. The designation of the Fort Point Channel Landmark District (FPCLD) was initiated in 2001 after a petition was submitted by registered voters to the Boston Landmarks Commission asking that the Commission designate the proposed landmark district under the provisions of Chapter 772 of the Acts of 1975, as amended. The purpose of such a designation is to recognize and to protect the architectural and historical characteristics that make an area distinctive and worthy of preservation.

As a result of the petition and at the request of the Boston Landmarks Commission, the Mayor appointed and the City Council confirmed a Study Committee to make recommendations to the Commission on the proposed Fort Point Channel Landmark District. The Fort Point Channel Study Committee, composed of five members from the Landmarks Commission and six property owners and residents from the Fort Point Channel study area, began its work together in late 2006 to evaluate the architectural and historical significance of the area, refine the potential boundaries, and develop standards and criteria for design review to ensure protection of the area.

All Study Committee meetings were held in or near the Study Area on a regular schedule. The meetings were open to the public and were well attended by residents, property owners, and other interested parties. At each meeting time was reserved for public comments. To increase public awareness and invite participation in the Study Committee's activities, a website was set up to post meeting agendas as well as to post and update the work of the study committee. In addition, three public meetings were held in the community to publicize the status of the report as the work of the Study Committee progressed. After more than a year and a half of study and deliberation, the Study Report was completed for the proposed Fort Point Channel Landmark District. On September 10, 2008, the nine attending members of the Study Committee voted unanimously to accept the Fort Point Channel Landmark District Study Report and submit it to the Boston Landmarks Commission.

Intent of the District

The Fort Point Channel Landmark District (FPCLD) is Boston's largest, most cohesive, and most significant collection of late nineteenth and early twentieth century loft buildings. The purpose of landmark district designation is to enrich and enhance the unique industrial heritage of the Fort Point Channel neighborhood expressed in its architectural form, architectural details, structures, street pattern and streetscapes. In order to achieve this, specific standards and criteria shall be adopted for the FPCLD to:

- Preserve buildings and groups of buildings that create a strong sense of character and architectural cohesiveness in the district;
- Support the adaptive reuse and rehabilitation of historic buildings;
- Protect and enhance the unique character of public view corridors, parks, open space and streetscapes;

- Encourage new construction and in-fill development that respects the scale, character and architectural and visual integrity of existing and potentially historic buildings; and
- Allow for contemporary interpretations of the urban heritage of the District.

Summary

The Fort Point Channel Study Committee has concluded that the proposed Fort Point Channel Landmark District (FPCLD) has architectural and historic significance for the following reasons:

The sites and structures that comprise the FPCLD exemplify a kind of enterprise – land-making and real estate development – that was characteristic of Boston and the region, and important to the economic and physical development of both the city and the region. In addition, the FPCLD is an excellent example of the kind of urban loft district that was found in and near the centers of the cities across the United States and played a vital part in the nation’s economy. These wholesaling and warehousing districts often specialized in particular commodities produced or consumed in their regions. In New England, such a commodity was wool – the raw material of the region’s woolen and worsted cloth manufacturers. Boston became the nation’s most important wool marketplace, and the center of the wool trade was Summer Street in the FPCLD.

In addition, the structures that comprise the FPCLD are individually excellent examples of a building type – the urban loft – that was important in the economic history of the city and the region. The FPCLD lofts are also fine examples of a method of construction used in such buildings: warehouse construction. In their architecture, they are fine examples of styles popular in the city, region, and the nation during the late-19th and early 20th centuries interpreted for industrial buildings. More important than the quality of individual buildings is their collective effect. The district is distinctive, with integrity of location and setting: it is an unusually well-preserved, clearly bounded, and largely intact district with few incompatible buildings and a moderate amount of exterior alteration. In this respect, it serves as an important national example of an urban loft district from the Late Industrial Period.

Therefore, the Study Committee has concluded that the area described in Section 1.0 of the Study Report be designated as the Fort Point Channel Landmark District, as well as the related “A” Street Protection Area and the Seaport Boulevard Protection Area described in the same section.

The Committee has also recommended that the Standards and Criteria, which have been prepared to guide future physical changes to property and to open space within the district in order to protect the architectural integrity and character of the area, be adopted.

The Committee has further recommended that Fort Point Channel Landmark District Commission be established in accordance with Chapter 772 of the Acts of 1975, as amended, that district residents and members of the Boston Landmarks Commission be appointed to the Commission to review exterior changes to property in the district.

Study Committee Members:

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1.0 Location

1.1 Boundaries of the Fort Point Channel Landmark District and Protection Areas

Note: For the purposes of orientation, Seaport Boulevard will be considered due North.

The boundaries of the **Fort Point Channel Landmark District** starting at the northwest corner:

1. The northern boundary, from west to east, begins at the northwestern edge of parcel #0602635000 (308 Congress Street), continues east following the northern edge of this lot and turns north to follow the western side of Sleeper Street, to the northeastern corner of parcel #0602636020 (no address), then turns east, crosses Sleeper Street and follows the rear, southern lot lines of properties on Seaport Boulevard to the corner parcel #0602652003 (44 Stillings Street), then turns south at the northeast corner of that parcel.

2. The eastern boundary, from north to south, begins at the northeastern corner of parcel #0602652003 (44 Stillings Street) and continues south along the eastern side of Stillings Street to the southwestern corner of parcel #0602651010 (29 Stillings Street), and follows the southern edge of that parcel east to Boston Wharf Road. The boundary then turns south and runs along the western side of Boston Wharf Road, which becomes West Service Road, until it reaches the southeast corner of parcel #0602761001 (319 A Street, Rear). The boundary then turns west and runs along the southern lot line of that parcel and parcel #0602761000 (319 A Street) until it reaches "A" Street. The boundary then turns south and runs south along the eastern side of "A" Street until it reaches the northern side of Wormwood Street. The boundary then turns east and runs along the northern side of Wormwood Street until it meets the southwest corner of the "A" Street Protection Area and turns south. The boundary then continues south in a straight line, crossing Wormwood Street and continues to the northeast corner of parcel #0602754010 (33 Wormwood Street). The boundary then runs along the eastern boundary of that parcel to Binford Street. The boundary then continues approximately 80 feet south, corresponding to the width of Binford Street at its western end. The boundary then turns west and runs along the southern side of Binford Street to the northeastern corner of parcel #0602751300 (35 Channel Center Street). The boundary then turns south and continues along the eastern lot lines of the properties on the east side of Channel Center Street and continues approximately 50 feet south of the building on parcel #0602750030 (50-52 Channel Center Street) to include the rights-of-way associated with Iron Street as approved in the Fort Point District 100 Acres Master Plan. The boundary then turns west.

3. The southern boundary, from east to west, begins approximately 50 feet south of the building on parcel #0602750030 (50-52 Channel Center Street) and continues west along the southern right-of-way boundary of Iron Street to the west side of “A” Street. The boundary then turns north.

4. The western boundary, from south to north, extends north along the western side of “A” Street, to the southeast corner of parcel # (0601166045 (no address) where it turns west and runs along the southern edge of that parcel to the western side of Necco Street where it turns north and continues along the western side of Necco Street to the rear of the buildings fronting the south side of Necco Place on parcel 0601165010 (244 “A” Street). The boundary then turns west and follows the rear of those buildings until it reaches the seawall. The boundary then turns north and follows the seawall back to the northwestern corner of parcel #0602635000 (308 Congress Street).

The boundaries of the Seaport Boulevard/Boston Wharf Road Protection Area starting at the southwest corner:

1. The western boundary, from south to north, extends from the southwest corner of parcel #0602637010 (64 Sleeper Street) north along the seawall to Seaport Boulevard.

2. The northern boundary, from west to east, extends along the southern side of Seaport Boulevard to Boston Wharf Road.

3. The eastern boundary, from north to south, extends south along the western side of Boston Wharf Road to the boundary of the Fort Point Channel Landmark District where it turns west.

4. The southern boundary, from east to west, follows the northern boundary of the Fort Point Channel Landmark district beginning at Boston Wharf Road and continuing west along the southern boundary of parcel # 0602651010 (29 Stillings Street) to the eastern side of Stillings Street where it turns north and follows the eastern side of Stillings Street, following the boundaries of the Fort Point Channel Landmark District, to the northeastern corner of parcel ##0602652003 (44 Stillings Street) and continues west along the southern lot lines of properties on Seaport Boulevard across Sleeper Street to the northeast corner of parcel #0602636020 (no address). The boundary then turns south and continues along the west side of Sleeper Street to the boundary of the Fort Point Channel Landmark District. The boundary then turns west and continues back to the seawall.

The boundaries of the “A” Street Protection Area starting at the northwest corner.

1. The northern boundary, from west to east, follows the boundary of the Fort

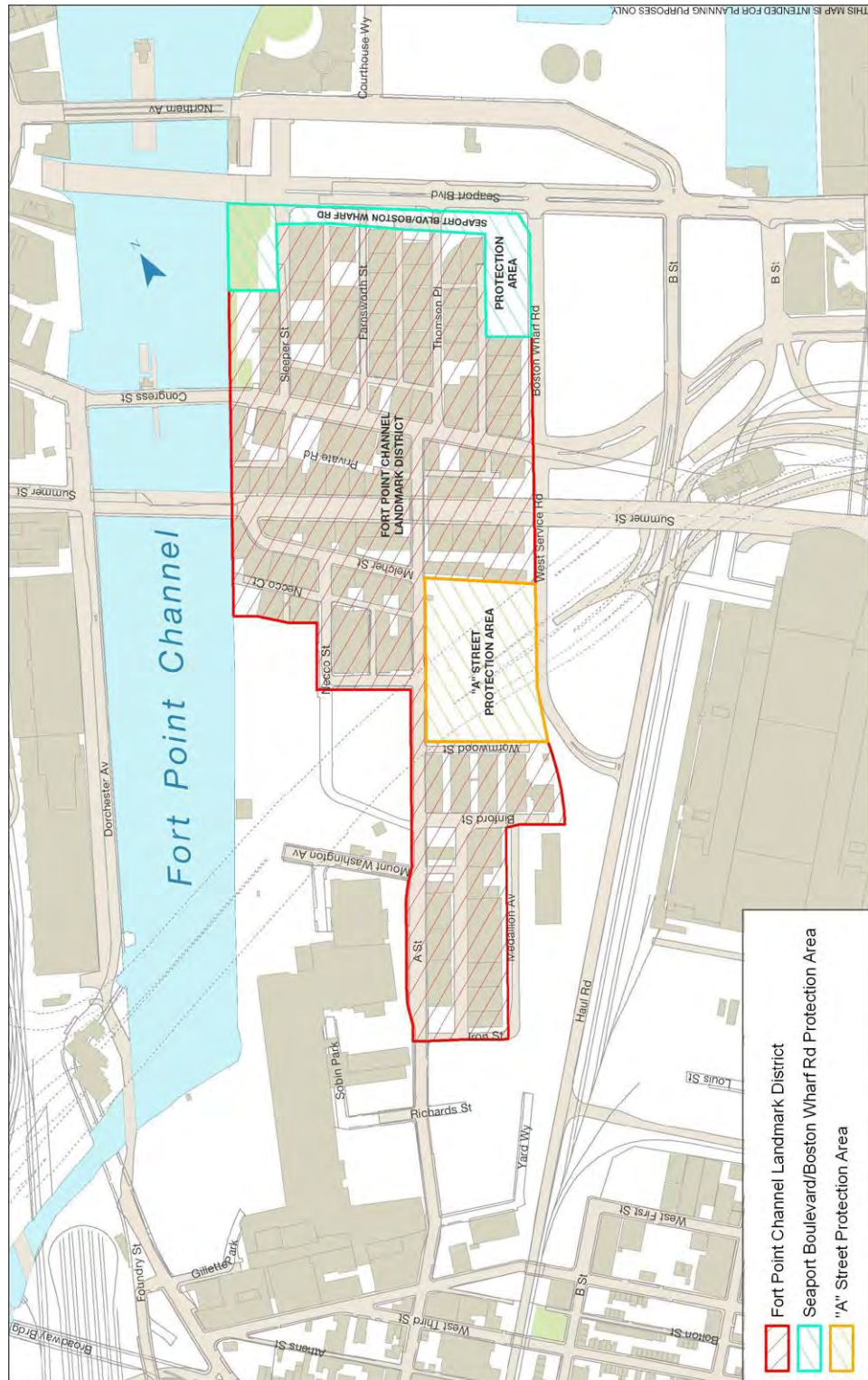
Point Channel Landmark District, extending along the southern lot lines of parcel #0602761000 (319 “A” Street) and parcel #0602761001 (319 A Street, Rear) to the west side of West Service Road.

2. The eastern boundary, from north to south, extends south along the west side of West Service Road in a straight line paralleling “A” Street to Wormwood Street.

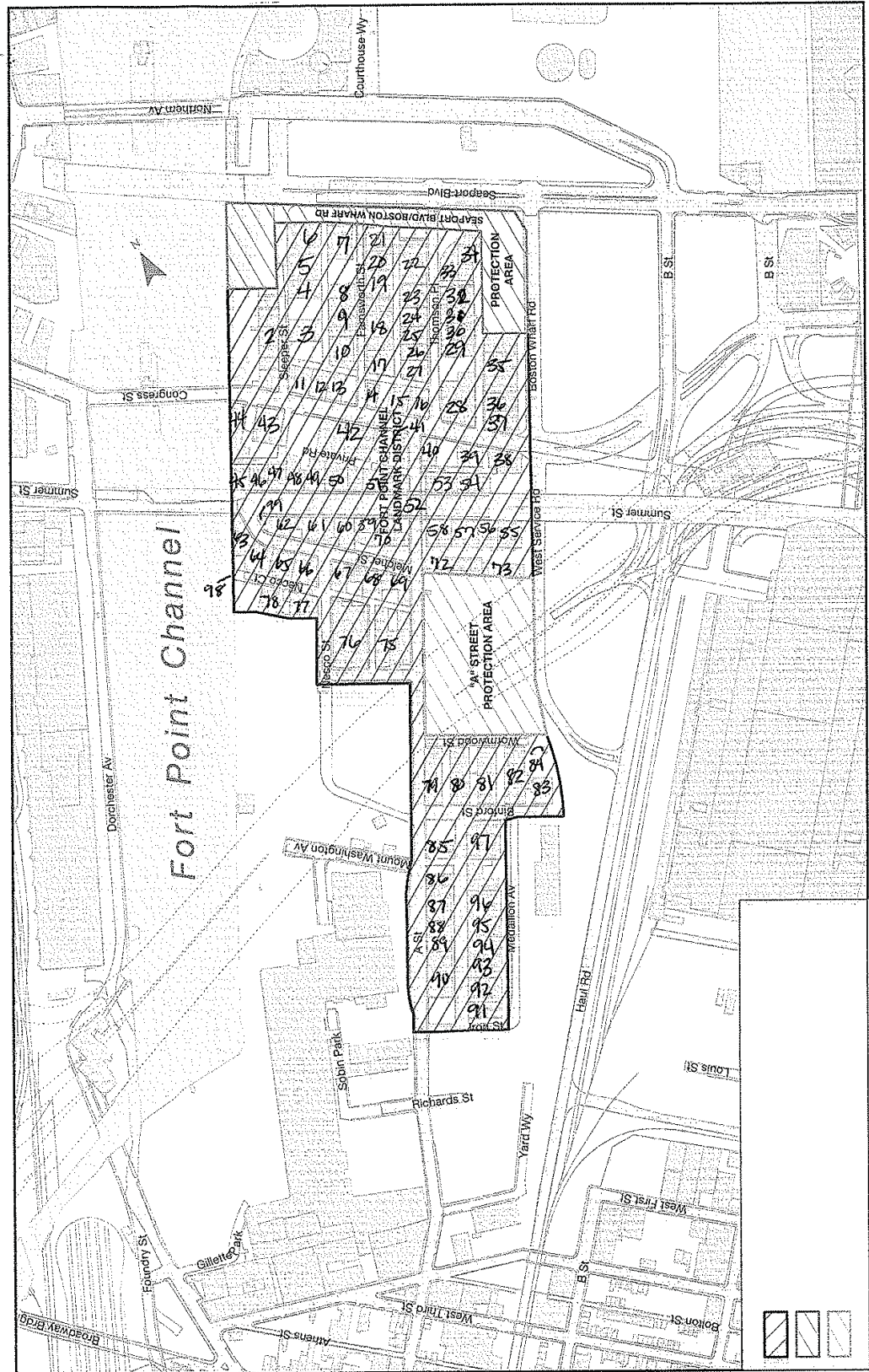
3. The southern boundary, from east to west, follows the boundary of the Fort Point Channel Landmark District and extends west along the north side of Wormwood Street to “A” Street.

4. The western boundary, from south to north, extends north along the east side of “A” Street back to the southwest corner of parcel #0602761000 (319 “A” Street).

1.2 Boundary Map



1.3 Map Showing Buildings Numbered for Reference in the Text.



1.4 Area in Which the Property is Located

Note: For orientation, Summer Street is considered an east-west street (it actually angles from northwest at Fort Point Channel to southeast). Thus, the even-numbered buildings on Summer Street are described as being on the north side, and A Street is described as a north-south street.

The Fort Point Channel Landmark District (FPCLD) is located across Fort Point Channel from downtown Boston, on the northwest side of South Boston. All land on the northern side of South Boston – essentially, all land north of First Street – is made-land that was created by enclosing the original marshes and shoals with seawalls and filling in behind them. Several entities created the shoreline, including the Commonwealth of Massachusetts, Boston & Albany Railroad, and the Boston Wharf Company (BWCo). All the land of the FPCLD was created by the BWCo.

Incorporated in 1836 for the purpose of building and operating wharves, BWCo evolved into an industrial real estate company at the end of the nineteenth century, as business conditions and opportunities changed. Between 1837 and 1882, BWCo filled in the marshes to which it had rights in phases, advancing from south to north. The FPCLD is part of this site – the northern section. BWCo not only made the land but also built the streets. Since the district is filled land, it is completely flat, except for the raised grade of Summer Street. The streets follow the grid pattern typical of South Boston with the notable exception of curving Melcher Street, which slopes from an elevated Summer Street at the end of the Summer Street Bridge down to grade at A Street. Three bridges connect the area to downtown Boston: from north to south these are the Evelyn Moakley, Summer Street, and Congress Street bridges. A Street is the main north-south street through the district and connects it with the residential neighborhood south of the district, around West Broadway. Summer and Congress streets are the main east-west streets.

Most of the buildings standing on this site today represent the latter stage of the company's history, when it became a real estate company. The great majority of the buildings are lofts constructed between the 1880s and 1920s, and most are 5-6 stories.

Despite considerable redevelopment around the district, the area is clearly defined, for the most part by its historic boundaries. It is bounded on the north and east by land formerly occupied by railroad yards and tracks, and by the water of the Fort Point Channel on the west. Only at its southern end, in the A Street and Channel Center Street section, is the district defined by recent building demolitions. The boundaries are based on the period of development of the buildings that survive in, and characterize, the district today.

2.0 Description

2.1 Property Types and Uses

The Fort Point Channel Landmark District (FPCLD) is a roughly 55-acre site located across Fort Point Channel from downtown Boston, on the northwest side of South Boston. As of the date of this report, it contains 95 buildings and 4 structures (specifically, a bridge, a prominent chimney, a roof sign, and the seawall along Fort Point Channel). The great majority of the buildings (87) are lofts constructed for warehousing and light manufacturing that were built between 1880 and 1930. Very few buildings have been constructed in the district since 1929. Although the midsection of the district has been cleared of historic buildings as part of the work on the Central Artery highway project, the north and south parts of the district remain largely intact and retain much original fabric. As representations of original function, period of development, and building form, the area is remarkably uniform and distinctive.

The FPCLD is further defined by being entirely the creation of a single company: the Boston Wharf Company (BWCo). All land in the area was made by this company, which filled the site mainly from 1837-1882, although the final filling (of an inlet) occurred in the twentieth century. The BWCo built the streets, laid out lots, and also erected most of the buildings, which were designed by the company's two staff architects. While the land surrounding the district, and many parcels within the district, are now being redeveloped, the district itself continues to have clear boundaries that correspond largely with its historic boundaries. The historic district is clearly recognizable.

From the start of its creation in 1836 until recent decades, the FPCLD has been a place of business, a location for activities oriented to water transportation and industry. Until artists moved into lofts vacated by the warehousemen and manufacturers for which they were built, and later, some lofts were converted into residences, the area had no residential population and lacked even public uses, except for a fire station. The area's development must be understood in the context of Boston's and the region's economic development – specifically, changes in industry, commerce, and transportation. The FPCLD derives its historic significance from being a large and remarkably intact example of the kind of warehousing/manufacturing areas that were once vital to the economies of large cities and entrepot cities across the nation.

The main period represented by the buildings in the FPCLD today is the Late Industrial Period (1870-1915), and the main theme is of a warehousing and light manufacturing district on the periphery of a downtown business district, representing a time when Boston's economy was based on commerce and light manufacturing.

To help readers locate buildings discussed in this report, the map number of the building is provided along with a building's address; the map number is signaled by the “#” symbol.

2.2 Physical Description

The buildings in the Fort Point Channel district are, with only a few exceptions, loft structures – multi-story buildings used for warehousing and light manufacturing – built between the 1880s and 1920s. The limited range of purposes for the buildings (warehousing and manufacturing), and the fact that most were developed by one company (BWCo) within a fifty year time period, and designed by its architectural staff, led to uniformity in construction systems, materials, scale, and massing.

Building type: lofts

With a few exceptions, the buildings in the FPCLD can be classified as “lofts” – a common but overlooked building type found in cities around the United States. As defined in the 1901-2 edition of *Sturgis' Illustrated Dictionary of Architecture and Building*, a loft is “any upper floor, as in a warehouse, when intended to be used more or less as one large workshop or storage place, and, hence, open throughout without elaborate finish.” The architectural historian Robert Bruegmann defines lofts as “all purpose commercial structures with large, open floors devoted to wholesaling, warehousing, and light manufacturing operations such as clothes making and printing.” Writing about the lofts in Chicago's turn-of-the-century West Loop “warehouse district,” he noted that such areas “constituted a major part of the central business district of almost every large American city in the late nineteenth century.” Yet he also writes that despite being a common building type and found in most large cities, “too little is known about loft buildings in any city.”¹ The FPCLD buildings are excellent specimens of lofts, and their characteristics can help define the building type.

To expand on the commonalities among lofts, they are boxes with masonry walls—generally brick – and flat roofs. They were medium height, from 5 to 10 stories. Construction was heavy, to accommodate heavy loads. They contained few amenities, little interior finish, and their services and mechanical equipment, including elevator service, plumbing, heating, lighting, and power was simpler than what would be found in contemporary office buildings. Architecturally, they tended to be more spare than elaborate, although the extent of façade ornamentation varied. Nevertheless, ornament was largely confined to the walls that faced principal streets; the building's side and alley walls were entirely plain or less adorned, constructed with common bricks and having simpler window openings. In other words, the buildings were not treated as unified, three-

¹ Bruegmann, Robert, *The Architects and the City: Holabird & Roche of Chicago, 1880-1918* (Chicago: University of Chicago Press, 1997), 207, endnote 6, p. 496.

dimensional objects, and architectural ornament was applied to the areas that the public was most likely to see. The buildings often had raised basements lit through windows at ground level, which made the basement spaces usable. Those with raised basements had stairs in the entryway. Inside, the lofts were open except for posts and firewalls or structural partitions that subdivide the buildings.

The lofts in the FPCLD exhibit all these characteristics as well as others that have not been previously noted by American architectural writers. One apparent distinction among FPCLD lofts is between those designed specifically for warehousing and those designed for manufacturing. The purpose-built warehouses have less glazing – more wall area to window – compared with the buildings intended for manufacturing or mixed uses. In these buildings, fire protection was more important than natural light, hence the limited size of openings, which were protected with fire shutters. Most shutters have been removed although some of their hinges remain. Another characteristic of the warehouses was goods doors stacked in tiers, topped with pulleys for raising and lowering goods. Even if a building had an interior freight elevator, the pulley was useful for lowering goods into trucks. Some buildings still have their pulleys (locally called whips) projecting from the roof over the loading doors. The warehouses also had main floors and loading doors at the level of a truck or train bed to facilitate handling goods. (See 18.) Examples of buildings constructed as warehouses are the Atlas Stores (316 Congress Street, #2), Lombard's Stores (313 Congress Street, #43), and J. S. Williams Stores (320-324 Congress Street, #11). Another, smaller example is 25 Thomson Pl. (#30) These were built as storage warehouses, not wholesale stores; a wholesale store, which retailers visited to purchase stock for their shops, had to have a more public face and contain showrooms. Since storage warehouses did not have to appeal to the public, their designers could economize on architectural ornamentation. These warehouses are among the plainest buildings in the FPCLD.

The more fenestrated neighbors of these Congress Street warehouses were built for manufacturing. The manufacturing buildings had numerous or large windows and skylights to bring natural light into the often deep floor areas. Examples of early buildings designed for manufacturing are 347-351 Congress Street, the Chase & Co. candy factory (#41), and 355 Congress Street, Tremont Electric Lighting Co. (#40). Other lofts intended for both storage and manufacturing, like the Stillings Building (364-372 Congress, #28) and Harvey Building (374-384 Congress, #37), have large windows. Elsewhere in the area, Boston Button (326 A Street, #70), the NECCO lofts (253 Summer and 11-37 Melcher streets, #63-66), and the Factory Buildings Trust lofts on Wormwood Street (#79-83) are examples of purpose-built factories.

Whether warehouse or factory, the lofts were constructed with one of three framing systems: ordinary (light timber, joisted); warehouse (heavy timber, plank floors); or fireproof (steel frame with concrete floors or reinforced concrete frame). A factor that influenced the choice of framing system, and therefore a

building's cost, was Boston's building code. The code determined the kind of construction that could be used – whether fireproof or timber – depending on a building's height. Beginning with the 1885 building code, Boston required tall buildings to be fireproof. In 1885, this included lofts designed to rise 80 feet or more above the level of the sidewalk. In 1892, this rule was tightened so that new buildings over 70 feet, or existing buildings when floors were added that brought them above this threshold, had to be fireproof. The 1892 law was in effect when BWCo erected the block of tall wool warehouses on the north side of Summer Street 1898-99, the first fireproof buildings in the district. Other elements of the code shaped the building frames. With regard to floor loads, the 1885 law required light manufacturing buildings to support 150 pounds per foot, while storehouses, warehouses, machine shops had to support not less than 250 pounds. In 1892, the code lumped factories and warehouses together, all of which had to support 250 pounds. Also, the 1892 law limited the undivided space in brick and timber buildings to 10,000 square feet, so that buildings with larger floor areas had to have brick partition walls.

Exterior form: rectilinearity and density

With respect to massing, like urban lofts generally from the period, the buildings of the FPCLD fill their lots. But unlike buildings on downtown lots that were developed by many different owners, the lofts in the FPCLD rarely had to have air shafts, light courts, passages, and loading areas. This was because BWCo controlled the land on which it built and BWCo also laid out the streets and alleys, planning them so that streets would provide light, air, and loading access to the buildings rather than having to use part of a building lot for these purposes. Thus, many buildings, notably on Sleeper Street, Farnsworth Street, Thomson Place, and Stillings Street entirely fill their lots. In contrast, an individual property owner of a downtown lot often had to leave part of a site open so as not to be deprived of air, light, and access when the adjoining lots, over which he had no control, were redeveloped. BWCo's control over the land allowed the company to maximize land coverage and therefore to maximize the available floor area of the properties they developed.

The visual results of this control, combined with an economic incentive to build as compactly as possible, were density and rectilinearity. The lofts are rectangular volumes, with walls rising straight up from the sidewalk to flat roofs. Their designers avoided picturesque roof lines, towers, porches, or other architectural features that would add to the cost of construction and reduce the leasable floor area of the buildings. In fact, when lots did not have corners at right-angles, the buildings erected on them still fill the lot and thus have walls that meet at whatever angles resulted. Examples of corners that do not meet at right angles are 6 Necco Court (#66) and 11-15 Farnsworth Street (#17). Developers that bought lots from BWCo in the FPCLD also filled their lots, for example, the American Railway Express Co. at 343 Congress (#42) and the City of Boston,

whose former fire station at 344 Congress Street covers most of its trapezoidal lot (#14).

The combination of density and uniformity of mass create impressive streetscapes, for example along Summer Street, Melcher Street, and Channel Center Street. Alleys lined with tall buildings are some of the densest parts of the district, for example, the ones running north-south parallel with (and east of) Sleeper and Farnsworth streets; one parallel with Congress Street between Sleeper Street and Thomson Place; and one between Buildings No. 1 and No. 2 of the Factory Buildings Trust complex. These enclosed places, often framing views of the buildings in the district, contrast with the wider streets, Summer and Congress streets, which have views of areas beyond the district.

Style

Since the majority of the buildings in the FPCLD were built for the very practical purposes of warehousing, wholesaling, and manufacturing, we might expect them to be simply utilitarian in appearance. Yet, while an interest in maximizing profit may have inclined the developers not to waste money on decoration, it did not preclude architectural treatment. Many buildings in the district are plain and simple with little allusion to style, but most have at least a few ornamental features that associate them with some recognizable architectural style. Some buildings are architecturally reserved. Others, usually found on the principal streets, have more high-style expressions. Represented in the district are various architectural styles popular in the late-19th and early-20th centuries, including Italianate, Panel Brick, Romanesque, Classical Revival, and Early-20th-Century Stylized Classical. The styles most common here are the Classical Revival and Stylized Classical styles, which were popular during the period of greatest expansion – from the 1890s through the 1920s.

An outstanding feature of the district is its strong visual coherence, the result of similar massing and other common features. Building mass and density is unusually uniform throughout the area because most buildings are similar in height and are built out to their property lines. Since roofs are mostly flat, or have the appearance of being flat, the buildings all have generally box-like forms. On principal facades, architectural ornament is mostly concentrated at the entrances, windows, and rooflines, emphasizing these major functional parts. No projecting features other than roof cornices, parapet decoration, and three-dimensional ornamental details detract from the basic box-like form. Also contributing to the visual coherence of the district is the predominance of the Classical style. Strong unifying elements found throughout the area are Classical ornamental details, tripartite façade arrangement, and pilaster-panel facade treatment. On Summer and Congress streets, where there is a concentration of high-style Classical Revival style buildings, Classically-inspired light-colored brick facades are a unifying feature.

The following discussion of styles is arranged chronologically, treating the styles found on the earliest buildings in the district first. Under each style heading, buildings are discussed in chronological order.

Undecorated

Only a few buildings in the district can be said to have no ornamental features that reference particular architectural styles. Among these “undecorated” buildings are the earliest brick warehouses built in the district: Lombard’s Stores and J. S. Williams Stores. Although both have been altered in recent years to adapt them to other uses, it does not appear that any ornament has been removed that would change this undecorated classification.

Lombard’s Stores, 313 Congress Street (#43), built in 1886, is both the earliest extant building and the earliest storage warehouse in the district. Its former neighbor, the Dorr Stores (demolished) – the very first brick building in the district – was described as having a stark, “prison-like appearance.” Lombard’s Stores is a rectangle of common brick, six stories high. The distinctive feature of this building is the contrasting treatment of the exterior walls. Walls of the lower three floors are plain while the upper floors are pilaster-panel type. This treatment is found on the other early warehouses in the district (the Williams and Atlas warehouses) and probably was not an ornamental feature; rather, recessed panels between pilasters indicate the reduced thickness required in the walls of the upper stories. The windows are unadorned, with segmental arch tops. Located in the second, fourth, and sixth bays (counting from Congress Street, back) on each side of the building are hoistways (a tier of goods doors), which correspond to interior partitions that divide the building into three sections, east to west.

The façades of 313 Congress Street were altered in 1985 when the building was converted to offices. The present main entrance, a very large arch, nearly two stories high and five window bays wide, was added at this time. The panel sections of the upper three stories on the Congress Street façade and side panels nearest Congress Street were opened up to accept new rectangular windows, separated at each floor by white metal panels. Hoistway openings were converted to windows and original window sash was replaced. Despite the alteration of its upper portion and new main entrance, Lombard’s is of interest as an example of a building that expresses its function and is unembellished by architectural ornament.

J. S. Williams Stores, 320-324 Congress Street (#11), is similar in its design to Lombard’s Stores. Built in 1888, this rectangular building of red common brick has plain walls in the first two stories while the next four stories take the pilaster-panel form. The present seventh floor was added in a late-20th century remodeling. Windows are unadorned, segmental arch windows with granite sills. (Fig. 1.)



Fig. 1. Undecorated warehouse: J. S. Williams Stores, 320-324 Congress Street.

The other buildings in the district with no particularly ornamental features are a group of four factory buildings erected in the 1890s, part of the Factory Buildings Trust complex at 11-37 Wormwood Street (#80, 81, 82, 83). These buildings are rectangular, flat-roofed, and six-stories high, made of common brick. Rooflines are treated with brick corbelling and the windows are unadorned segmental arches. Where original doorways survive, they are unornamented. Yet a fifth building in this group – actually the first one of the five buildings in this complex to be erected – has ornamental touches (see a description of Building No. 1 – #79 – under the heading “Italianate”). It may be that Building No. 1, which stood on a main thoroughfare, A Street, received modest ornamentation to lend respectability to the entire complex, the rest of which was largely hidden from public view.

Plain with Stylistic References

Most buildings, even those that are very plain, are treated with a few ornamental details derived from popular styles. These stylistic elements are usually concentrated at the main entrance, at the windows, and at the eaves of the primary facades.

a. Italianate

The Italianate appears as a concession to style on a number of otherwise plain buildings in the District. Italianate ornament typically seen on mid- to late-19th century New England industrial buildings include the pilaster-panel wall treatment, bracketed eaves (typically expressed in brick corbelling), and

segmental or round arch windows and doorways. Windows are often trimmed with labeled window caps (a trim over the top of a window with “ears” down part of each side) typically expressed in brick. A number of plain buildings in the district feature some of these details.

The 1887 former Chase & Company candy factory, 347-351 Congress Street (#41), is one such building. This large, six-story structure with a raised basement is built of red common brick with a low-pitched gable roofline on the A Street side. The eaves are trimmed with brick corbelling. A limestone stringcourse separates the first floor from the upper stories. Windows on the first floor and the top floor are rectangular, while those of the above-grade basement and the upper floors are segmental arches. The two main entrances on the Congress Street side are Roman arches with brick surrounds. Italianate details on this building include the projecting corbelled brick eaves, round-arched doorways, and labeled segmental arch window caps.

A rectangular plaque on the main façade bears the initials of the Boston Wharf Company and the date, 1887. This appears to be the earliest building in the area bearing the company’s initials and date of construction. Another early BWCo plaque is on 332-36 Congress Street. Later plaques took the form of a Classical-style bronze medallion marked with the company’s monogram and date.

Italianate details are found on Factory Buildings Trust Building No. 1, 249-255 A Street (#79). This is the westernmost of five industrial buildings that make up the Factory Buildings Trust industrial complex (the others are described under the heading “undecorated”). Constructed c. 1895 of red common brick and occupying the block bounded by A, Wormwood, and Binford streets, this six-story building has a flat roof trimmed at the eaves with a corbelled brick bracket motif. The main façade on A Street has two asymmetrically placed Roman-arched entrances. The arches for these entrances extend upward to enclose arched transoms at the second floor level. Another entrance, located at the northwest corner of the building, is set back from the facade in a one-story, porch-like recess. In this porch, a heavy Tuscan column supports a cast iron frieze and cornice. Windows on the first five stories, on the A, Wormwood and Binford Street sides, are segmental arches trimmed with labeled window caps. Features that associate this building with the Italianate style are the corbelled bracketed eaves, the labeled segmental arch window caps, and the Roman-arched doorways at the main entrances.

Three of the five Italianate style buildings in the district date from after the turn of the 20th century, one as late as 1912. These buildings were built long after the time (in the mid-19th century) when the Italianate style was popular for high-style buildings. By the time these later buildings went up, Italianate elements had become a sort of industrial vernacular.

The former Pittsburgh Plate Glass Company warehouse, 42-56 Thomson Place

(#22), built in 1909, is a two-story, red brick building with raised basement and a low-pitched gabled roof. Yellow brick is used to trim the corbelled roofline and window openings on the Thomson Place façade. Segmental arch windows at the first floor level are unusual for their caps of contrasting yellow brick laid flush with, rather than projecting from, the plane of the façade. Except for their two-dimensional form, these caps are like the labeled segmental arches of other Italianate buildings described above. The basement windows have no trim. Second floor windows are rectangular. The rectangular windows are capped with rockface granite lintels. The section of the building at the north end has more large windows than does the rest of the structure and may have been designed to house offices and a showroom. The original main entrance may have occupied the fifth bay, now blocked up. The remainder of the building is accented at the first floor level with several segmental arch windows, a pair of round-arch entrances, and three loading docks (now altered). Italianate features on this structure include the corbelled roofline, labeled segmental arch window trim, and round-arch entrances. The unusual use of yellow brick for the window trim and for portions of the roofline corbelling lends a strongly vernacular appearance to the building. Yellow brick is not generally associated with the Italianate style. It may have been selected to give the effect of light colored stone trim.

Two similar buildings adjoining one another on Thomson Place also feature Italianate details: 25-27 Thomson Place (#30) and 29-33 Thomson Place (#31). Built in 1909 and 1912, both are five stories with raised basements and made of pressed red brick. Their main facades are unarticulated and unadorned, with the exception of a wide cornice above the first floor and bracketed corbelled eaves capped with a simple projecting copper cornice. Windows are rectangular and have no trim other than plain limestone sills. The broad effect of the eaves, the cornice above the first floor, and the regular arrangement of the windows work to create a strong suggestion of the Italianate.

b. Panel Brick

Much more unusual than Italianate ornament was the use of elements of the Panel Brick style to trim an otherwise plain building. This style flourished in Boston's Back Bay during the 1870s. The Panel Brick style expressed the nature of the construction material, and by forming it into decorative panels of projecting and receding brickwork, and laying bricks at unusual angles, created patterns and texture. This style allowed for imagination and freedom of expression without reference to any specific historical style.

The Atlas Stores, 316 Congress Street (#2), represents this style. It is six stories of common red brick. It was built in two phases, 1890 and c. 1893, and each wing is divided into three sections by interior partitions. The resulting building is long and narrow, accented along its length by small windows and tiers of hoistways. Like the other early warehouses described above as "undecorated," this building has an unarticulated base three stories high and pilaster-panel walls

in the upper section. What distinguishes the Atlas Stores building are the touches of Panel Brick ornament, including corbelled string courses above the first two floors on the Congress Street facade, brick eave corbelling, and a series of panels of decorative brickwork on the chamfered southeast corner. (Fig. 2.)

Despite the Panel Brick touches, the most distinctive and historically significant features of this building are its unpretentious utilitarian appearance, its relatively unaltered exterior, and the survival of warehouse accoutrements, including not only hoistway dormers and mechanisms, but also iron shutters, still in place in several locations, pintels where shutters are missing, and scuppers on the east and west sides. Scuppers were usually installed to drain away water in the event that sprinklers went off. Even metal fire escapes have been preserved, although these are typically removed when buildings are substantially rehabilitated and other means of emergency egress are provided to take their place. The building was converted to a museum in the 1970s, when a metal and glass addition was made to its west side. However, the rehabilitation and adaptive use of the building was, on the whole, extremely sensitive to the warehouse character of the structure.



Fig. 2. Atlas Stores, 316 Congress Street, with its Panel Brick decoration in the chamfer of the Congress Street façade.

Romanesque Revival

Several of the earliest buildings in the district evoke the Romanesque Revival style. This style appeared in the United States as early as the middle years of the 19th century, but in the 1870s, Boston architect Henry H. Richardson renewed its popularity with his own weighty version. Distinctive to his expression of the style were mass; the use of large, wide Roman-arched entrances; the arcaded treatment of sections of the façade; the use of slit-like rectangular windows and of rectangular windows with transoms; the rhythmical grouping of windows; and the use of ribbons of Roman-arched windows often at the top floor. Examples of the Romanesque Revival style found in FPCLD were broadly influenced by Richardson but departed from some of his characteristic elements. Like many Richardson-influenced commercial buildings in the United State, the FPCLD buildings were executed in brick rather than in stone – a less expensive material and therefore more appropriate for utilitarian buildings. Also, the FPCLD buildings often have segmental arches.

The 1888 American Railway Express Building, 343 Congress Street (#42) is the earliest use of the Romanesque Revival style in the district. Despite its utilitarian original purpose as a stable, this building is an excellent example of the rhythmical design and subtle brickwork that characterizes the best examples of the style. The articulation of the main façade is not merely an application of Romanesque ornamental details to a standard building; rather, the design is worked out as an aesthetic statement in itself. Of special distinction are the lower three floors, which were the first to be built. Here groups of slim rectangular windows contrast with round-arched and segmental-arched windows of varying sizes to create pleasing rhythmical patterns. Interesting surface textures are created by the use of corbelled rectangular panels between piers of different widths. The fourth floor, added later, repeats the segmental-arched-panel treatment. Romanesque features seen here include the use of pinkish-red brick with brownstone trim laid in pink-tinted mortar, the achievement of subtle textural effects in the brick wall surface, the subdivision of the façade into horizontal bands enlivened by rhythmical groupings of windows (Roman-arched, segmental-arched, and rectangular), and the use of wide voussoirs over Roman-arched openings and foliate-carved brownstone trim at the center of the main façade. (Fig. 3.)



Fig. 3. Romanesque Revival, American Railway Express Building, 343 Congress Street, photographed c. 1900 (fifth floor added later).

Alterations have been made to this building over time. Early in its existence, a fourth floor was added and in 1936 its interior structure was rebuilt to convert it to use as a parking garage. Probably at that time, the central section of the roof parapet was rebuilt in the form of a pediment to give the building what must have been considered an updated look. Parapets of a similar design were commonly seen during that period on commercial buildings and on both large parking garages and private home garages. In a recent conversion of the building to office use, the present fifth floor was added. Set back from the main façade with a broad overhanging roof and multi-paned glazing across its width, this section reads visually as a separate element. Alterations to the ground floor include the opening of a new centralized main entrance and making floor length windows out of most other openings. Projections added at the ground floor as part of the adaptive reuse have hidden some architectural detail, but appear to be easily removable and not permanently damaging.

Another early example of the Romanesque Revival style is the Putnam & Company Building, 326-330 Congress Street (#12). Built in 1888, this six-story, pinkish-red brick building has brick corbelling at the roof parapet and double and triple windows set at the centers of recessed panels. Corbelled segmental arches form the tops of the panels at the second through fourth floors. At the fifth and sixth floors, the panels are rectangular with rockface brownstone lintels and decorated with ornamental brickwork. Foliate terra cotta tiles are an important decorative element: these low-relief square tiles are placed at regular intervals along the pilasters and above the windows in the arched-panel sections. They add subtle detailing to the smooth brick façade, as does the corbelling of the arched

panels and the ornamental brickwork above. Double windows are located at each floor of the western four bays. A vertical row of triple windows on the east end of the main façade may reflect some original use.

The Boston Button Company Building, 326 A Street (#70), built in 1890, is another example of the Romanesque Revival. It is six stories on a raised basement, and is made of red common brick with brownstone trim, including a brownstone-trimmed brick parapet at the roofline. The entrances are spanned by Roman arches. A feature of the main façade is the use of pilasters on the upper five stories to separate each set of double windows from one another. Pairs of second and third story windows are surrounded by corbelled arched frames similar to those on the Putnam & Company Building. The windows are segmental arches except for those at the sixth floor and at the basement level on the main façade, which are rectangular with rockface brownstone lintels. On the main façade, window caps are of brick with rockface brownstone keystones and haunches. This treatment of the segmental arch with haunches, or “stilts”, placed just below the springing of the arch is known as a stilted arch (see Fig. 21). Windows on the longer south façade are trimmed with projecting brick window caps. Characteristic Romanesque features of this building are its overall red color, the rough quality lent to it by the rockface brownstone trim, corbelled window panels, and the use of segmental and Roman arches for window and door openings.

Set on the corner of Congress and Farnsworth streets, the small Congress Street Fire Station of 1891, 344 Congress Street (#14), is arguably the most architecturally high-style building in the district. In the early 1890s architectural taste was turning to lighter colors; yellow brick was popular with architects designing in the up-and-coming Classical Revival style. Here it is used as an accompaniment to light colored stone, suggesting through subtle manipulation of the two materials that the entire building was built of stone. The main façade of the firehouse is articulated horizontally into three sections that graduate upward from rough to refined. Rising from rockface granite piers at the ground level, the second level is a blend of sharp-edged, light-colored brick and rockface granite trim. The top level of the facade is treated as a slate roof with a center dormer and parapet. A strong sense of the Romanesque is provided by the beefy quality of the rockface granite pilasters that frame and separate the two vehicle entrances at the ground floor level, and by the primitive treatment of their foliate capitals, imitating the actual appearance of medieval Romanesque capitals. The paired grouping of windows with transoms at the second level is a feature closely associated with the style, following the example of Richardson. The use of foliate-carved detailing on brackets supporting piers at either side of the faux roof are typically Romanesque, as is the carving on a projection from which the central chimney rises. The massive chimney with its ribbed exterior is a strong feature lending medieval, Romanesque character to the building.

In addition to the buildings with features characteristic of the Romanesque

Revival style, several otherwise plain buildings have some Romanesque-derived features. One is the Brown-Durrell & Co. Warehouse, 11-15 Farnsworth Street (#17), 1893, a five-story building constructed of common red brick with rockface granite trim. The roofline on Farnsworth Street is flat with corbelled trim. On the south side, a corbelled stair-step brick parapet partially disguises the low-pitched gable roof. Corbelling at the top of the first and fourth floors subdivides the two major facades into three horizontal sections. A pair of former entrances on the far north end of the main façade are spanned by Roman arches and capped with wide rays of ornamental brickwork. It seems that these were originally the main entrances. Another Roman-arched entrance, located in the easternmost bay on the south façade, is trimmed in a similar manner. There is also a wide, unornamented, segmental arched entrance on the main façade. Windows are segmental arched single windows. The choice of red brick as a building material, extensive use of brick corbelling, segmental-arched windows, and Roman-arched entrances with wide caps give it a vaguely Romanesque or medieval feeling.

Even simpler in its references to the Romanesque Revival is 47-53 Farnsworth Street (#21), 1895. This two-story building is built of red common brick with stone trim. The roofline on the main façade is flat with a projecting corbelled brick eave cornice. The large Roman-arched doorway at the south end of the main façade – the main entrance – is completely unadorned. Most windows are unornamented single segmental arched openings. (The five northernmost second floor windows on the main façade are exceptions: they are rectangular double windows, possibly added at a later date.) Features that suggest the influence of the Romanesque style in this very plain building are the choice of red brick and a brown-shaded stone as building materials, the corbelled eaves, and the use of the Roman arch. The general simplicity of detail and the small size of the windows also lend something of the air of the Romanesque.

Classical Styles

The styles most commonly seen in Fort Point Channel today are the Classical Revival and an early 20th century stylized derivative of the Classical style, here called Stylized Classical. The Classical Revival style took hold in the FPCLD in the 1890s. Although the Romanesque continued to be used during that decade, Classical Revival became dominant, as it did in American architecture generally at that time. The style received a great boost in popularity from the 1893 world's fair, the World's Columbian Exposition, in Chicago. The main concourse of the fair became known as "The Great White Way" for its flamboyant buildings in the Classical Revival style that evoked the effect of white marble. Compared to this grand and luminous architectural display, the dark brownstone and red brick of Romanesque Revival and Victorian Gothic style buildings seemed dowdy and out of date. The antidote to the old dark look was to build in the Classical Revival style using light colored stone or light colored brick. Through the influence of the Exposition, the Classical Revival style and the associated use of light colored

brick became highly popular in this country during the 1890s, a fashion that continued into the early the 20th century.

The architecture of the Italian Renaissance and of ancient Rome and Greece provided sources for the form and ornamental treatment of buildings in the Classical Revival and Stylized Classical styles. The Renaissance influence predominates in the FPCLD, where a large number of buildings take the tripartite design of the Italian Renaissance palace for their main facades. This is especially true of high-style expressions of the Classical Revival style built in the district in the 1890s and after. The design method, called the “columnar theory of composition”, involved dividing the façade into three sections like those of a Classical column, suggesting a base, shaft, and capital. Depending on the height of the building, the base and capital could include more than one story treated as a single unit. A common way of treating the shaft (or middle) section was to divide it vertically as a series of pilasters with recessed panels between them and to link the pilasters at the top with arches, creating an arcade of arches springing from one pilaster and another. (Fig. 4.)

Tripartite organization had been popular in the 1850s for Renaissance palazzo designs and had long been a feature of New York commercial buildings. But when it was rediscovered in Boston following the heyday of the Picturesque in 1860s and 1870s, it was something of a novelty. An example of the type of tripartite façade that became popular for commercial buildings in the 1890s was McKim, Mead & White’s Classical Revival style Goelet Building (1886-1887) in New York City, a six-story building with an arcaded two-story base, a three-story shaft section, and “frieze” at the sixth story made of a wall pierced with windows, topped with a broad projecting Classical cornice. An early example of a tripartite façade on a commercial building in Boston was the c. 1884 Carter, Dinsmore & Company ink factory at 162-172 Columbus Avenue. Designed by Theodore M. Clark, the building had a rusticated base, three-story arcaded shaft, and a top story of arched windows capped with a patterned brick cornice.

Tripartite composition first appeared in FPCLD buildings in the 1890s and quickly became the façade arrangement of choice in the district. The development of tripartite organization in the district can be seen by contrasting the Boston Button Building, 326 A Street, built in 1889-1890 (#70) with two later Congress Street buildings, 348-352 and 354-358, built in 1894 and 1900 (#15 and #16), all designed by Morton Safford. It is clear that the differences between the former, pre-tripartite building and the latter two are not accidental but rather, reflect new ideas about façade organization. Boston Button’s main façade on A Street is a stack of layers, only two of which are alike architecturally. A few years later, in the Congress Street buildings, the tripartite solution was introduced. In both cases, the open ground floors, with metal lintels spanning between piers filled with large windows, formed the base. In the middle sections, the windows of three stories are grouped between piers and accentuated with terra cotta trim. The top levels of both are arcaded and capped with projecting, ornate, metal

cornices. The buildings form a handsome and harmonious group. An architecturally similar building once stood on the vacant lot on this block.



Fig. 4. Example of tripartite façade, with a base, arcaded midsection, and “capital” top floor accentuated with a brick dentil cornice. Photo of 312-320 Summer Street, c. 1905.

Tripartite façades continued to be widely used in the district during the early 20th century for Stylized Classical style buildings. However, buildings in this freer interpretation of the Classical style adhered to the tripartite form less strictly, just as their Classically-inspired details came to be more streamlined and interpreted in imaginative new ways.

Also associated with the Classical Revival style in the FPCLD was the use of light-colored brick, because light-colored walls resembled stone. An interest in light-colored exterior materials took hold in American building in the late 1880s. At about this time, New York architects began to order bricks that were not red. A building considered seminal in the fashion for non-red brick was the Telephone and Telegraph Building on Cortlandt Street in New York City (Cyrus Eidlitz, 1886-1887). The novel color of the brick in this building was so influential that other designers simply specified “Telephone” brick when ordering material for their buildings. The Goelet Building, previously mentioned as an exemplary tripartite elevation, was also notable for its tan brick walls and windows framed with brick and terra cotta in contrasting light colors. When the architects of this building designed the new Boston Public Library, around the time the Goelet was being completed, they used buff-colored Roman brick for the library courtyard walls.

In the 1880s, an important architectural terra cotta firm, Boston Terra Cotta Company, introduced special brick colors and shapes, notably “Old Gold” and “Pompeian.” Their light-colored bricks were prominently featured in the façade of the Youth’s Companion Building, home of the publisher of the popular and long-lived children’s weekly. Constructed in 1890-1892 at the corner of Columbus Avenue and Berkeley Street in Boston, this monumental building was striking for its tawny-colored bricks and terra cotta. According to a brochure issued when it was completed, the walls above the red sandstone first story were “a reddish-buff brick, exceedingly soft and pleasant to the eye.... The buff-colored bricks used, together with those from which the clustered columns and other ornamentations are constructed, relieve the great building of any appearance of coldness....The soft color...was produced by a mixture of two or three kinds of clay.” The building was much admired; building-chronicler Charles Damrell, writing in 1895, rated it as “one of the handsomest” in the city. Although Boston Terra Cotta Company closed in 1893, George Fiske, the former treasurer of the company, continued to make bricks and terra cotta through the firm Fiske, Homes & Company at a South Boston plant. An 1895 advertisement for this firm listed “buff, gray, Old Gold, mottled and other colors of front brick and terra cotta.”² This company could have made the bricks for the many buildings in the FPCLD with facades of light-colored bricks and terra cotta.

The light color fit in with Classically-inspired styles that came to dominate architecture in the 1890s. In the district, the earliest extant buildings in the FPCLD with light-colored bricks are on Congress Street. The fashion for non-red brick may have started with the Boston Fire Station on Congress Street, completed in 1891; it has yellowish brick in its street facades. The earliest extant loft with a light-colored brick façade is 332-334 Congress Street (#13), which was built in 1892 (finished the first week of 1893 and so has an 1893 completion date). Brick of various non-red shades – buff, tawny – were used to construct all the buildings east of the fire station. In 1894, BWCo erected two large buildings next to the fire station: the missing C. L. Hawthaway Building and the extant 348-352 Congress (#15). Old photos and surviving bits of brick attached to adjoining buildings are evidence that the Hawthaway Building, like its neighbors, had light-colored walls. So, too, do the Stillings and Harvey buildings (#28 and # 37) further down the block. By the latter part of the 1890s, light colored brick was the usual choice for prominent buildings in the district, such as those on Summer and Melcher streets, as well as on Congress Street.

The earliest building in the district to show the influence of the Classical style is 332-336 Congress Street (#13), designed by BWCo architect, Morton D. Safford, and built in 1891. This building cannot be called Classical Revival in the high-style sense; references to the Classical style seen here are subtle and it is not based upon academic precedents. Nevertheless, the features of this building that

¹ George M. Fiske in Walter Geer, *The Story of Terra Cotta* (NY: Tobias A. Wright, 1920), 72; quote in Charles Damrell, *A Half Century of Boston's Building*, 82 and advertisement, 99.

are drawn broadly from Classical precedents are the color of the brick and stylized Classical ornamental elements. The brick on the main façade is yellow to give the building a light color recalling the light colored stone characteristic of Classical buildings. Stylized Classical pilasters form the vertical elements of the metal grid that articulates the main façade. Other Classical details are rendered in brick, including brick panels beneath the windows that are trimmed with corbelled dentils, and corbelled modillion brackets trim the roofline. It appears that there was originally a metal roof cornice, probably Classical in style, now missing.

More prominent than any stylistic feature is the grid pattern of intersecting vertical and horizontal metal members that articulate the building's main and rear facades. Stylized fluted iron pilasters serve as narrow piers separating pairs of windows. These curtain walls, with large windows and shallow brick spandrels on metal lintels, display an unusual lightness.

The second Classical Revival style building in the district is 348-352 Congress Street (#15), a full-fledged, high-style expression of the style. Built in 1894 and designed by Morton D. Safford, it is among the finest examples of the style in the district. It is also of special note because, unlike so many others, it has had few exterior alterations. It is a five-story building on a raised basement constructed of rust-speckled Roman brick of an orangey color. Trim is of stone, brick corbelling, molded brick, terracotta, and cast iron. The flat roofline is trimmed with an elaborate, strongly projecting, pressed copper cornice decorated with modillions, lion heads, and floral accents in the Classical style. Divided horizontally into three sections by string courses running above the first and fourth floors, the building takes the tripartite form of a Renaissance palace. At the lower level, the effect of a rusticated stone base was achieved by laying rows of low-relief, molded rope-pattern bricks at intervals in the smooth Roman brick walls. This same rope-pattern brick creates the appearance of large voussoirs above the Roman arch at the main entrance. Cast iron lintels, with a leaf and dart border around the central panels, accent the heads of the wide first floor windows. Brick molded in a leaf and dart pattern frames four rectangular panels in the middle section of the façade. These panels extend upward from the second to the fourth floor to frame sets of rectangular windows. Windows at the second and third floors are accented with terra cotta keystones in the form of Classical scrolls. Molded brick trims the heads of a row of Roman-arched windows on the top floor. (Fig. 5.)

While symmetry is usually associated with Classical design, it was not adopted for the design of this building, or for most of the other examples of the style in the district, despite the high quality of materials used and the aspiration to high-style elegance. Practical necessities held sway over points of design not only here but in many other buildings. In this case the vertical paneling that subdivides the façade at the second to fourth floor level consists of panels of unequal size. From left to right they are arranged: one panel, one bay wide; one panel, two bays wide; and two panels, each four bays wide. Despite the disparity in the sizes of

the panels, this asymmetry is not immediately apparent to a casual observer from the street. Elements of this building related to the Classical Revival style are its Renaissance palace form, the light colored building materials intended to recall the light colored stone of Classical and Renaissance architecture, the use of Roman brick of Classical inspiration, and the use of a wide variety of ornament derived from Classical architecture.



Fig. 5. Classical Revival in the high style, detail of 348-352 Congress Street, 1894.

When other buildings were built west of this building, at 354-58 Congress Street (#16) and 364-372 Congress Street (Stillings Building, #28) in 1900 and 1901 respectively, they also were treated with a tripartite design, rectangular panels subdividing the central section of the façade, a ribbon of round-arched windows at the top floor, and a projecting Classical cornice at the roofline. Each building was individually designed and did not blindly repeat the design of another. In addition to individual variations in design, each is distinguished by different colors of building materials in varying shades of yellow-orange brick. Similarity of style, form, and design relates the three buildings and provides both unity and variety to the streetscape.

The largest single contribution to the growth of the Classical Revival style in the district was made just before the turn of the 20th century. In only two years, 1898 and 1899, a group of seven buildings with imposing Classical Revival style facades were built for wool wholesalers on the north side of newly opened

Summer Street. All but one has been identified as the work of BWCo architect, Morton D. Safford. Classical Revival style features seen in all of these buildings are the use of light colored building materials; Renaissance palace form; Roman arches, pilasters, friezes, cornices, keystones, “thermal” windows in the arches of the arcaded facades; and other Classical features and ornament.

This first cluster of high-style Classical Revival buildings set the pattern for development along the street, ultimately creating for this thoroughfare a high-style urban character with emphasis on the Classical Revival style. Four of the buildings in this original cluster were built next to one another in 1898. As a group seen standing abreast, these imposing buildings are variations on a theme, impressive for the substantial quality of their materials and for their unity of design. Executed in quality materials, they are similar to one another in the tripartite Renaissance palace treatment of their facades and the use of similar building materials and trim. Their bases all consist of brick pilasters, ribbed horizontally with rockface granite strips. Their midsections consist of arrangements of tall arched panels to create the effect of arcades. Their top floors are all treated as ribbons of Roman-arched windows, and all have elaborate projecting copper cornices decorated with Classical style ornament. Brick, stone, and iron building materials play major roles in their designs. Incorporated into the designs of many are cast iron elements. Some are decorative panels and others are treated as friezes separating the lower levels of the buildings from their middle sections. All seem to be decorative adjuncts to structural elements. An unusual detail is the decoration of the smooth surfaces of iron friezes on many of these buildings with low-relief patterns of rivet heads repeated at intervals along their lengths. Similarities of building form and material are modulated through individuality of design and of color, within the basic tonalities of tan and orange.

Close design relationships are seen among individual buildings in this group. 268-272 Summer Street (#48) and 274-278 Summer Street (#49) are very closely related, although not identical. Both are constructed of the same orange-toned brick with trim of tan brick, rockface granite, limestone, and cast iron. They were designed to stand together and to read as two parts of a whole. For symmetry, one building depends upon the other, as can be seen in the mirror-image arrangement of the windows on the two top floors.

Alternatively, 280-290 Summer Street (#50) is an example of a single building made to appear as two, apparently with the purpose of breaking up its wide 16-bay façade. Although the materials and design features are the same for the two facades, their middle sections each have different designs. The west end has three arcades flanked on either side by pairs of windows. The east end is treated simply as three arcades. Although the building is similar in its overall design to other buildings in this group, its façade arcade is unusual in that the arches are low elliptical, not Roman, arches. Also noteworthy are the keystones of the arcade, which are trimmed with carved sheep heads to symbolize the building’s purpose

as a wool merchants' warehouse. This same arcade design and the sheep's-head keystones are used on both facades.

Unlike its neighbor, the eighteen-bay main façade of 292-302 Summer Street (#51), built in 1898, does not attempt to minimize its large size. Here the main façade is not broken up vertically to de-emphasize its width; rather, this building proclaims its size. Across its midsection is a row of no fewer than seven uninterrupted arch panels. To accent the vertical, its base section is only one story high. This ground floor treatment contrasts with that of other buildings in the group, where two floors are expressed as one, hiding behind two-story pilasters. A large-scale and distinctive feature of this building is the off-center pair of monumental, roughly carved, two-story Roman granite entrance arches with enormous projecting keystones. This is one of the most memorable architectural features on Summer Street. (Fig. 6.)



Fig. 6. Summer Street wool warehouse of Jeremiah Williams & Co. in high-style Classical, 292-302 Summer Street, photo c. 1900.

In 1899 the section of the street closest to the Summer Street Bridge was developed with three more buildings: 250-254 Summer Street (#45), 256-260 Summer Street (#46), and 262-266 Summer Street (#47). Because of their location, these are some of the most highly visible buildings in the district. Not only are they the first to be seen by those crossing the Summer Street Bridge, but their main facades are also seen head-on from Melcher Street. They take a tripartite design, the lower level of which consists of the first two floors articulated as tall pilasters. They have strongly projecting and highly ornamented Classical roof cornices and are each distinguished by a pair of central arcaded panels stretching up their main façades. Each of these three buildings closely

repeats the design of the other, yet none are exactly alike. Slight variations in the color of brick and trim and window sizes and arrangement are only a few of the subtle differences seen here. They were designed to complement one another but to read as separate entities, following the example of the first group of buildings completed the year before. A distinguishing feature is the monumental Tuscan column that marks the west corner of the lower floors of 250-254 Summer Street. Changes to the lower two floors and windows of these buildings have altered their original appearances. (Fig. 7.)

Classical Revival style buildings very similar to those built on Congress Street in 1894 and on Summer Street in 1898 and 1899 were built for a only a very brief period after 1900. In 1900, 354 Congress Street (#16) was built on the pattern set in 1894 by its neighbor to the east (348 Congress, the earliest surviving high-style Classical Revival building in the district). Similarly, a 1904 wool warehouse at 281-283 Summer Street (#60) was built following the model of the 1898-1899 Summer Street buildings, with variations in stylistic treatment. However, when these buildings were built, their architect, Morton D. Safford, was already taking new directions in his work.



Fig. 7. Summer Street wool warehouse in high-style Classical, 256-260 Summer Street.

Important new design trends were already underway. Changes that were taking place involved the size and treatment of windows. Window openings were becoming wider. It is surprising to look at the secondary Thomson Place façade of 354 Congress and see that it had wide window openings filled with double

window fittings, even though the windows on the building's main façade are narrow single windows separated by wide sections of masonry. A question of architectural style must have demanded an "academic" adherence to the traditional single window type for the public face of the building. However, a year later, in 1901, Safford built a dramatically new-looking version of the Classical Revival style opposite this building, on the corner of Congress and Thomson streets. The main façade of the Stillings Building, 364-372 Congress Street (#28), follows the design model of the two buildings to its west, but its window treatment is completely new. Panels in the pilaster-panel wall of its middle section are opened up to the entire pilaster-to-pilaster width and glazed with triple and quadruple double-hung sash with no masonry separations between them. The only portions of the much larger masonry panels of the earlier buildings to survive here are narrow horizontal panel strips below the windows. Window lintels in the form of decorative iron panels disguise the steel beams that make such wide window openings possible. The much plainer sides and rear of the building, with the exception of its corbelled eaves and small single windows at the top floor, suggest the large-windowed, spare architecture of American factories of the 1910s and 1920s.

A look at the six-story, yellow brick New England Confectionary Company (NECCO) factory built in 1902 at 253 Summer Street and 11-17, 19-27, 29-37 Melcher Street (#63, 64, 65, 66) shows Safford working to balance technological advances with style. Here he combined the new large window type with a more simplified version of the Classical Revival style than he had used in the Stillings Building. One of the most striking buildings in the district, the NECCO factory is notable not only for the distinctive curve of its Melcher Street façade but also for the elegant simplicity of its stylized expression of Classical architecture. In addition, the unadorned south end of a secondary façade on Necco Street is an example of an elegant distillation of form achieved when all ornament and stylistic reference are eliminated. The form of its simple brick piers, broad window openings, and panels below the windows are, for this early date, unexpectedly geometrical. The long west façade of the building, which is seen from the opposite side of the channel and from the Summer Street Bridge, is expressed more traditionally than the Melcher Street façade. Tripartite in design, but plain with segmental-arch windows, it gives little hint of the new technology and elegance of its other side. The Melcher Street façade can be considered the "front" of the NECCO building. Here the building takes the tripartite form in a nod to Classical inspiration. Classical elements used here are limestone Classical cornices, four story pilasters with simple limestone capitals, simple low-relief limestone keystones, Roman-arched entrances with brickwork surrounds, decorative brick roundels, and a strongly projecting copper modillioned cornice. This façade consists of three pilaster-panel window sections embraced and interspersed by brick pavilions that extend the full height of the building. While the outer pavilions frame the façade at either end, the inner pavilions contain Roman-arched entrances with narrow rectangular windows rising above them. Window openings are glazed with triple and quadruple windows to allow light to

flood into this side of the building. Notable in this façade is the contrast between the smooth solidity of the brick and the lightness and textural quality of the articulation of the window grid.

Differences in window-wall ratio that distinguish the channel façade from the Melcher and Summer street facades may reflect the uses for which each section was intended. A 1923 Sanborn map shows that at that time the southeastern portion of the building was dedicated entirely to manufacturing, while the arm that backs up to the channel housed both manufacturing and storage. It seems likely that manufacturing areas were lighted by the larger windows, while the fewer and smaller windows were located in the sections dedicated to storage.

A wool warehouse at 285-297 Summer Street (#59), built in 1903, has much of the same crisp elegance and Classical serenity as the NECCO factory of a year earlier. Its fine brickwork is worthy of note, most especially that of its unusually handsome corbelled brick cornice of heavy Roman arches on corbelled brackets. Projecting strongly from the plane of the main façade, its cascading brickwork offers sensuous textural contrast to the smooth yellow brick facade. Hobnail and cross motifs further enliven the surface of the frieze above the arcade, as does the corbelled dogtooth detail supporting a metal cornice above. Classical features include the use of yellow brick, the pilaster-panel treatment of the midsection of the facade, Roman-arched entrances, and Classical detailing at the main entrances. As is true of the NECCO building, windows occupy the entire expanse between pilasters. Although the distance here between pilasters is not as great, the contrast between the brick and glass is similarly effective.

Through about 1910, buildings in the district continued to be built with strong Classical Revival character. Examples are 281-283 Summer (#60), 312-320 Summer (#53) and 311-319 Summer (#58), all by Morton D. Safford. These have yellow brick walls, tripartite Classical design, pilaster-panel midsections (some with arcaded panels), and projecting cornices at the roofline. During this same period on Congress Street two other buildings of this type were built, designed to complement one another with their tripartite designs executed in yellow brick: 374-384 Congress (Harvey Building, #37) in 1903 and 381 Congress (Colonial Can Company, #38) in 1907. A yellow brick wool warehouse with a two-part facade at 273 Summer Street (#61) belongs to this same group. Built in 1910, it is highly ornamented with stylized, imaginative interpretations of Classical details. This building is unusual for the wide panels of windows on its main façade. They follow the pattern of the Stillings Building and the NECCO factory windows, with sets of multiple windows occupying the entire pilaster to pilaster width.

As the 20th century progressed, Classical style buildings in the FPCLD became more and more stylized. Elements such as pilasters, friezes, cornices, dentil ranges, and modillion brackets were still used as ornamental features, but in simplified, geometric form, while ornament based directly on Classical precedents became rare. The use of light colored brick for the main facades of Classical style

buildings was abandoned in favor of red brick with light-colored trim of limestone or cast stone. This color preference reflects early 20th century trends in American architecture.

Around 1908, architectural treatment took a new turn, away from the more elaborate and highly ornamented Classical Revival style of the 1890's but still derived from Classical precedents. This new "Stylized Classical" style was widely used in the district until the Great Depression. Buildings were sometimes articulated as tripartite façades and other times as two-part façades. They typically have a ground floor with heavy piers carrying a cornice, with tall pilasters above. Within the embrace of the pilasters are, most often, two sets of double rectangular windows separated by a strip of masonry. Below the windows is a brick panel. The roofline may be treated either with a cornice or parapet, usually trimmed with Classically-derived motifs. Examples of this design scheme vary in three-dimensional effect and in the amount of ornament used, but their façades are all articulated as a grid of simple verticals and horizontals drawn broadly from Classical models.

Some early examples of this pattern are seen at 41-45 Farnsworth Street (#20), 63 Melcher Street (#69), 28-32 Midway Street (#95), and 34-38 Midway Street (#94), built respectively in 1908, 1909, 1911, and 1912. A typical feature of the rooflines of this group is either a projecting cornice or a parapet with a stylized frieze of modillions punctuated by large corbelled bracket motifs. On this particular group of buildings are found some very distinctive and exceptionally fine heavy corbelled rooflines. Of similar design and character is 33-39 Farnsworth Street (#19), built in 1909 and trimmed with a parapet of corbelled round arches instead of modillions at the roofline. During the second decade of the century, less emphasis was placed upon three-dimensional roofline trim than is seen in this group of buildings.

Less highly ornamented is 322-330 Summer Street (#54), a somewhat utilitarian-looking six-story Classical style building built in 1910 of yellow brick and limestone. Although it follows the pattern of the typical Stylized Classical building described above, its roofline is given little emphasis. Classical elements are the tripartite design with a pier treatment at the ground floor, a pilaster-panel mid section, a strip of windows at the top floor, and with a very slightly projecting brick cornice of dentils and modillions at the roofline. Instead of traditional Classical ornament, stylized plaques of unidentified inspiration trim the upper portion of the building. Pairs of double rectangular windows with 2/2 sash occupy each panel and are joined visually by common sills and lintels of limestone. Within each panel, a masonry rib separates one pair from the other.

In 1911, the boxy-looking, eight-story Howes Brothers Leather Company building went up at 321-325 Summer Street (#57). The façade is articulated horizontally into two parts and at the roofline is a simple parapet lacking three-dimensional emphasis. The base of piers, the pilaster-panel midsection, and

details such as a Classical second-story cornice, keystones, and other ornament associate the building with the Classical style. Yet, the highly simplified, practical look of this red brick building is far removed from its yellow brick, Classical Revival style Summer Street counterparts of the 1890's.

The 1913 Kistler Leather Company Building, 319 A Street (#72) also articulated the Stylized Classical pattern. The narrow, street-facing main façade of this five-story, red brick building is modest, well-balanced and pleasing. It takes the two-part, rather than tripartite, form and is treated with very little ornament. At the roofline is a parapet trimmed with a projecting cornice of limestone. Low-relief corbelled brackets, one above each pilaster, trim the area below the parapet. The design of the main façade gives no hint of the wide window treatment found on the less public facades, where triple windows occupy the full width of the panels between pilasters.

Two buildings with facades very similar to the main façade of the Kistler Building were built in 1913 and 1917 respectively at 35-37 Thomson Place (#32) and 12-22 Farnsworth Street (#10). The typical Stylized Classical façade design is used here. Low relief roofline ornament is close in design to that seen on the Kistler Building. The feature of these buildings that first catches the eye is the grid-like articulation of the façades and the smooth brickwork of the streamlined pilasters, panels, and cornices derived from Classical architecture.

Even further simplification was possible: 51-61 Melcher Street (#68), a large, nine-story building on a raised basement, is unusually stark in its design when compared to most other buildings in the district. The severe appearance of this red brick building, built in 1916, may be a result of hurried construction in wartime (during World War I). But it may instead be a natural conclusion to a trend of stylization and a result of the failure to adapt the proportions to match the large size of the building. The main façade is divided horizontally into two sections. Rusticated brick pilasters at the ground floor are capped with a Classical frieze and cornice and the pilaster-panel treatment of the upper floors allude to Classical design influence. While pairs of single windows mark the outer edges of the main façade, the central panels of the pilaster-panel façade are opened up, pilaster to pilaster, to accept triple double-hung sash. At the roofline is a crenellated parapet, derived from medieval Gothic design. Crenellations were characteristic parapet treatment for industrial and warehouse buildings at that time.

Another extremely severe building with hints of Classical influence is the eight-story, flat-roofed, reinforced concrete wool warehouse at 367-375 Congress Street (#39). The only relatively unaltered example of reinforced concrete construction in the district, it is highly practical in its design with little attempt at ornament. Built in 1918 and designed by BWCo architect Howard B. Prescott, the concrete skeleton is trimmed with brick infill beneath its windows. The pilaster-panel design and stylized Classical trim at the parapet suggest Classical influence. At

the roofline is a crenellated parapet treatment. Alterations have increased the stark appearance of this building. Now painted a solid gray, the original contrast between the concrete frame and brick panels is no longer seen on the main façade. On the main façade the replacement of steel-frame glass windows with glass blocks has eliminated window articulation that probably originally would have given it a more welcoming appearance.

In these two buildings, which were among the last to be built in the district, windows on the main facades were designed to occupy the entire width of the panels between the façade pilasters. Even though this window design had been introduced to the area just after 1900, these buildings were among the few to take advantage of the benefits that a wall of windows could offer.

Descriptions of Some Prominent Structures in the FPCLD

American Railway Express Co. stables



Fig. 8. American Railway Express Co. stables, 343 Congress Street, built 1888 (#42)

The simple decoration and repeating patterns in the façade of this massive, four-story brick building create an impressive effect. Designed by the Boston architectural firm of Bradlee, Winslow & Wetherell, the building received a construction permit in 1888 and construction was completed in December of that year. The permit called for a 3 story building, but early photographs show a 4 story building, so a fourth story must have been added at an early date – before the major 1936 renovation of the building.

The building's somewhat unusual façade was an expression of its original purpose: it was built to house wagons and horses for the American Railway Express Company. This use necessitated large doors at ground level and runways to the upper stories. The architects grouped openings in tiers of two sizes, wide and narrow, to create the street façade. The tiers were arranged symmetrically, with five tiers flanking the center of the building in the pattern wide, wide, narrow, wide, wide. The carriage doors were in the first and last bay of each 5-tier wing. The narrow tier marked the location of the ramps and it was here that bearing partitions extended from the front to the back of the building. The wide and narrow tiers each had a distinctive window pattern. In the wide tiers, in the first story, there was a doorway or else a large window; the second story had three windows under a shallow arch, within a brick frame that stepped back at the top. In the next level, three windows were separated by piers, and the fourth story had three windows separated by piers and topped with a shallow arch. The narrow tier contained a single, large, round-arch-topped window at the first story; two

round-arch windows at the second; followed by two stories with windows separated by piers, with the pair at the fourth story capped by a shallow arch. The combination of round and segmental arches seem somewhat incongruous, but the façade was impressive nevertheless. Modern alterations have interrupted the rhythm of the façade: the two openings at the east end of the building were closed and a new one was inserted in the middle of the pier; a large opening for the new main entrance was inserted in the middle of the building; and elsewhere windows were opened down to the ground and made into doors.

The building was gutted inside in 1936, when it was converted from a stable to a truck garage. The iron and timber interior frame was replaced with a fireproof steel and concrete frame. Then in 1999-2000, the building was renovated for office and retail space. After modifications to the first story, the pattern of tiers is no longer obvious. The replacement windows, with large panes of glass in metal frames that are set close to the face of the wall, lacks the texture – from the small panes of glass and deeper reveals – of the original construction. The building also received a one-story addition during this renovation.

Congress Street Fire Station



Fig. 9. Congress Street Fire Station, 344 Congress Street, built 1891 (#14)

The Congress Street Fire Station, historically home of Engines 38 and 39, served South Boston for 86 years. Around the corner from it, on what is now a vacant lot next to 19-23 Thomson Place, a companion building once stood – the home of Ladder Company 18 (demolished). Ladder 18 moved into 344 Congress Street after Engine 38 was disbanded. The station closed in 1977. The building remains largely intact and a fine example of the public buildings designed by Harrison Henry Atwood during his tenure as City Architect, 1889-91.

The building is two stories with an attic. On its main, Congress Street, façade, the first story has three granite piers, made of rock-faced stones and decorative capitals, between which are the large doors for the fire engines. The second story wall consists of yellow-colored brick with a granite string course and quoins. The attic level has a peaked center section that tapers up to a chimney and is flanked by red shingled panels, which create a mansard effect and highlight the light-colored center section. The design gives the façade a picturesque effect, setting the building apart from its architecturally reserved neighbors. In 2007 an infill building at 346-348 Congress Street was constructed on the lot adjacent to the former Fire station. This building features a protruding section constructed within the air rights of 344 Congress Street.

Its structure is more unusual than its modest dimensions would lead one to expect. Probably in order to keep the ground floor open and free of columns, so as to accommodate the department's engines and horses, the second floor was suspended from heavy timber trusses that occupy the attic level. These trusses are supported on the long walls of the building, and they carry the attic floor and flat roof as well as the second floor. The top and bottom chords are straight and braced with X's along their length, superficially like a lattice truss. Where the diagonals cross, except in the center of the building, iron or steel bars connect the chords; these presumably function as tension members. In the center of each truss, a bar drops down through to a girder under the second floor, to support this floor. Thus, the second story contains a line of bars down the middle. The joists of the third (attic level) floor presumably are carried on the bottom chord of the trusses, but this is not certain.

The truss is like one illustrated in F. E. Kidder in his book *Building Construction and Superintendence, Part III. Trussed Roofs and Roof Trusses*, which the author calls a "Double Warren Truss;" but this example was made of steel.³ The advantages of the truss, Kidder wrote, were that it could be made shallow and was especially suitable for roofs supported by steel columns. The trusses in 344 Congress are timber and hardly shallow; in fact, they are so deep that a person can stand up in the attic. What are assumed to be tension rods in the truss do not intersect at the ends of the diagonals, but rather at the point where the diagonals cross, which is not standard. Moreover, since the building is not especially wide (although it is irregular – trapezoidal – in shape), the rationale for this particular solution, rather than self-supporting timber or metal girders spanning wall to wall, is unclear.

The building today houses the Boston Fire Museum, which is owned and operated by the Boston Sparks Association. It is individually listed on the National Register of Historic Places (designated Sept. 3, 1987).

³ F. E. Kidder, *Building Construction and Superintendence, Part III, Trussed Roofs and Roof Trusses* (New York: William T. Comstock, 1906), 62-63; elsewhere, p. 287-88, the style is referred to as a lattice truss, but then described as two trusses, one laid over the other.

Factory Buildings Trust



Fig. 10. Factory Buildings Trust, 249-55 A Street, 11-45 Wormwood Street, built 1895-1897 (#79-84)

As fully developed, this complex included five interconnected, six-story buildings. The first building to be erected, No. 1, was the western most one in the group, located on A Street (249-55 A Street). After this, buildings No. 2, 3, and 5 went up; building 4 was last. Exactly when each one was constructed is uncertain, although No. 1 apparently went up around 1894-95. Presumably the complex was complete around 1897, the year Binford Street opened. The buildings' footprints were similar, although not identical, in dimensions: Building No. 1 measured about 62 x 210 feet; No. 2 and 3, 70 x 210 feet; No. 4, 75 x 210; and No. 5, 71 x 97 feet. The complex's power station, at the eastern end of the group, included a boiler room (100 x 113 feet), engine room (75 x 105 feet), and chimney standing 222 feet tall. Though the boiler room and engine room are no longer extant, the massive brick chimney remains as highly visible feature of the District, serving as a reminder of the historical use of the complex and industrial character of the District as a whole. The group was known as the Factory Buildings Trust. These were not developed by BWCo and the architect is unknown.

The Factory Building Trust buildings are notable for their architectural severity. (See Fig. 18.) Only No. 1, on A Street, exhibits any particular architectural ornament. The windows on three sides, except for the sixth floor, are topped with

projecting brick caps and the window sills are granite. On the east (alley) wall of the building are large, double windows. Even this slight decoration was left off the buildings constructed after No. 1. Nos. 2-5 have the plainest sort of segmental arches (row-lock) over windows and sills made of two rows of header bricks. Perhaps No. 1 received extra attention because it served as the public face of the complex; or perhaps the developers decided to eliminate anything superfluous when they put up Nos. 2-5.

The buildings and their environment are more open today than in the past. Originally all the buildings had fire shutters, most of which have been removed. Gone too are the factories and shops on the west side of A Street and north side of Wormwood that once closed in and partly shaded the site. The openness and light of today fundamentally changes the formerly dark, industrial ambience of the complex, which now contains apartments, office and retail space.

New England Confectionery Company Factory



Fig. 11. New England Confectionery Company Factory, 253 Summer, 11-37 Melcher (top), 5 and 6 Necco Ct (bottom: connecting bridge from Melcher Street buildings to Necco Court buildings), built 1902; 1907 (#63-66, 77-78)

BWCo built the striking curved buildings on the south side of Melcher Street for the New England Confectionery Company (NECCO). NECCO's history begins in 1847, when Oliver R. Chase of Boston invented a candy machine – a lozenge cutter. He and his brother, Silas Edwin, founded Chase & Company. In 1866, another brother, Daniel, invented the Lozenge Printing Machine, used to create “Conversation Candies,” the ancestor of message candies like Sweethearts Conversation Hearts, a Valentine's Day staple. Chase & Co. was one of the earliest manufacturers to locate in the FPCLD, having established there in the 1880s. In 1901, the firm joined with two other candy-making firms – Fobes, Hayward and Co., founded by Daniel Fobes in 1848, and Wright and Moody, dating from 1856 – to establish NECCO. Two years later, the three firms moved into the new manufacturing plant BWCo built for them at Summer and Melcher streets. At the time, this was the largest establishment devoted exclusively to the production of confectionery in the United States. NECCO moved from this plant, to its current plant in Cambridge, in 1927.

The Melcher Street block, extending from Summer to Necco Street, is a fine example of the characteristic features of the more architecturally distinguished buildings in the district: tripartite façade with classically-inspired ornamentation, light-colored brick, ornamented street front and plain rear, and dense development, with the buildings filling their lots. What sets the buildings apart is the curved street wall, following Melcher Street. The buildings are treated similarly, although not identically. An additional notable feature of this group of buildings is the four-story bridge that connects the upper stories of the rear of 19-27 Melcher Street to 6 Necco Court, also built for the New England Confectionery Company. Bridges between buildings, such as this one, were commonly found in older factory complexes. Other examples in the district include the Melcher Street Overpass and the bridge between No. 5 and No. 6 Necco Court. Bridges and overpasses between buildings are character-defining features of the District.

Summer Street buildings, from Fort Point Channel to the bridge over A Street



Fig. 12. View of Summer Street buildings from the Summer Street bridge over the Fort Point Channel

The tallest concentration of buildings in the district is the imposing group of wool warehouses on the west end of Summer Street. These monumental, Classical Revival style buildings provide a grand entrance to the district for those arriving via the Summer Street Bridge. A focal point of the group is the standout Boston Wharf Company Office Building, 363 Summer Street/10 Melcher Street (#62). Sitting on a somewhat triangular lot at the corner of Summer and Melcher streets, it creates a striking image. From the bridge, the viewer sees the distinctive rounded façade and narrow profile of its west corner together with its broad Classical cornice. On its roof is a large, illuminated sign (#99) reading:

BOSTON WHARF CO.
INDUSTRIAL
REAL ESTATE

The sign is highly visible from across the Fort Point Channel and marks a visual gateway into the District from downtown Boston.

It should be noted that buildings in this group on the north side of the street are actually nine stories high at their backs facing Congress Street, because of the elevated height of Summer Street. One of the most impressive sights in the district is the soaring masses of their undecorated and plainly-treated backs, seen either from the alley that runs behind them or from Congress Street looking south through a vacant lot.

3.0 Significance

3.1 Historical Development of the Fort Point Channel Landmark District

Boston Wharf Company's land-making

Making land by leveling hills and filling the marshes and muddy flats that ringed Boston for the purpose of expanding the build-able area of the town is something Bostonians have been doing since the beginning of European settlement. As a pamphlet from 1910 proudly noted “possibly no city in the world has altered more the physical conformation of its site” than Boston has.⁴ And this was written before the huge area of East Boston that would become the site of Logan airport or the expanse east of the Commonwealth Flats in South Boston – future site of the Army Supply Base – had been filled.

Land-making was encouraged by the Commonwealth's colonial-era riparian law, which “gives shoreline property owners rights to the adjacent tidal flats down to the low tide line or 1650 feet from the line of high tide, whichever is closest to the shore.”⁵ The original intent of this law was not to encourage land-making so much as to encourage waterfront landowners to build wharves. Land-making only commenced in a big way during the first decade of the nineteenth century, with the formation of several land development corporations, some of which began to make new land for the purpose of increasing the developable area of the city. Well-known Boston land-making projects include the “Bulfinch Triangle” – today's North Station district – created by filling the Mill Pond (1807-29), and Faneuil Hall (Quincy) Market, created by filling in the town docks and wharves east of venerable Faneuil Hall (filling completed 1826). Fort Hill, from which Fort Point and Fort Point Channel take their names, was cleared and cut down between 1866 and 1872 and the material used to fill the shorelines at Fort Point and in South Boston. Fort Hill was located immediately south of the central business district as it existed in the mid 19th century, in an area bounded by Milk, Pearl and Broad streets.

Real estate developers and speculators were active on both sides of Fort Point Channel at the opening of the nineteenth century. Coinciding with the annexation of South Boston (originally part of the town of Dorchester) to Boston in 1804, men with property interests in South Boston joined to build the first bridge linking the two areas. The South Boston Bridge, a toll bridge, opened in 1805. It was located at the south end of Fort Point Channel, extending from Dover Street in Boston. On the South Boston side of the channel, the South Boston Association, like Boston's other land-making corporations, began to “wharf out” into the channel. Later, in 1827-28, a more direct free bridge was built from the end of Federal Street in Boston to the Turnpike in South Boston (roughly where today's

⁴ *Boston's Growth* (Boston: State Street Bank, 1910), 5.

⁵ Nancy Seasholes, “Gaining Ground: Boston's Topographical Development in Maps,” Alex Krieger and David Cobb, eds., *Mapping Boston* (Cambridge: MIT Press, 1999), 119.

Dorchester Avenue Bridge stands). The encroachments interfered with boat access to the south end of the channel and encouraged filling on both sides of the channel south of the bridge. Between 1836 and 1839, the South Cove Associates, formed in 1833, filled the former wharves below the Free Bridge on the Boston side. This land became the site of terminals for the newly established railroads. Around the same time, north of the Free Bridge on the opposite shore, the Boston Wharf Company began its wharfing-out and land-making venture.

Incorporated in 1836, the Boston Wharf Company (BWCo) purchased land and adjoining flats from the South Boston Association with the intention of building wharves for docking and warehousing. Its property ran along First Street on the south, from what became Dorchester Avenue to B Street, and then extended north along B Street about 1200 feet (in 1845, increased to 1400 feet), and ran east to the channel. BWCo built its wharves in the usual fashion, first constructing a seawall then filling in behind it. By 1837, it completed the first stage of its land-making: a wharf that extended roughly north into the channel from First Street (today, this area is part of the The Gillette Company plant). It built a seawall twelve feet high, then brought in fill material from Nook Hill, the site of today's Andrew Square, and finally constructed two stone wharves with streets down their centers. This wharf structure can be seen on maps from the 1840s, for example, the 1847 U.S. Coast Survey's *Plan of the Inner Harbor of Boston*.⁶

Over time, the company extended the seawall north along the channel towards Boston Harbor and filled in behind it. Lawsuits and controversy over the boundaries of the company's property, as well as poor vehicular access to the area, slowed the process of making land. No bridge served the northern part of the site until about 1855, when Mt. Washington Avenue Bridge opened and connected BWCo land to Boston proper at Kneeland Street. Also around this time the Midland Railroad obtained a right of way through the BWCo site. Its tracks came from the south along the western edge of BWCo property and then crossed on a pile viaduct and continued on a bridge over the channel, ending at a depot in the newly filled South Cove area. This railroad bridge, roughly where Summer Street Bridge crosses the channel today, also opened in 1855. Both bridges had to be drawbridges to allow boats access to wharves along the channel and in South Bay. The frequent bridge openings tied up traffic on an already congested waterfront. At the same time, the right of the railroad to pass uninterrupted on schedule, meaning that its bridge could not be opened when a train was due, idled ships trying to enter the channel. Nevertheless, the highway bridge and railroad were a boon to BWCo, which proceeded to extend its land north, as it was authorized to do by the state legislature in 1853. The company filled an "L" shaped site up to the railroad tracks, except for an inlet perpendicular to Fort Point channel. The inlet was left open to allow boat access to a future Reserved Channel that harbor planners laid out through the South Boston flats.

⁶ *Mapping Boston*, plate 22, 113.

From this time until the mid-1880s, the BWCo specialized in the storage of sugar and molasses. The company took this direction following the appointment of a new director, Elisha Atkins (1813-1888) – a sugar importer and planter who also held stock in the Bay State Sugar Refinery. Since imported sugar and molasses were subject to duties, they had to be kept in secure storage, “in bond” until taxes were paid. The company established bonded yards, enclosed by a tall fence, on both sides of the little inlet, within which it built large, one-story wooden storage sheds for storing the molasses. (Fig. 13.)



Fig. 13. Interior of a Boston Wharf Company sugar shed, c. 1900.

The next phase of BWCo land-making began after the Civil War, coinciding with the state’s project to improve and develop Boston harbor. The harbor had become inconveniently shallow, which created problems for ships. A board of engineers – the U. S. Commissioners on Boston Harbor – investigated the situation at the behest of the City of Boston, and it concluded that the many wharves and other encroachments built into the harbor interfered with the natural scouring action of the tides. In 1866, the state legislature established a Board of Harbor Commissioners that was charged, among other duties, with remedying the silting problem. The Board adopted the plan proposed by the U.S. Commissioners, which called for building a seawall and filling in the South Boston Flats in order to concentrate the force of the tides. The wall was to run along the east side of Fort Point Channel then parallel with the main ship channel of the harbor, as far as the slate ledge (a natural obstacle in the water). The curve of the seawall where the harbor wall met the Fort Point Channel wall was a key feature of the plan, designed to combine the force of the channel’s outgoing tide with the tide in the harbor. The “ebb current from the south bay ... would be led by the curved bank ... to follow the line on its eastern side, along the new [sea]wall, till its direction

should essentially contribute to ... the velocity and momentum of the ebb in the ship channel.”⁷ This resulted in Boston’s distinctive “fan pier.”

What parties would undertake the work of building the walls and docks, and filling the land, took some years to sort out. In 1867, in connection with the projected work, the state revoked BWCo’s license to expand north, and BWCo sued the state to get it back. The following year the Harbor Board came up with a compromise: the state would give BWCo title to a parcel and in return BWCo would drop its lawsuit and claims to additional land. BWCo would build a wall along its site and fill it. The Board would contract for the construction of the harbor-side seawall and for filling the northern flats. (Fig. 14.) These agreements formed a package, and when the Governor and council rejected one of them, the whole plan fell apart. But even before the deal was rejected, BWCo sold its parcel to the Boston, Hartford, and Erie Railroad Co. (BHERR), which had taken over the old Midland tracks, even though, since the deal had not been ratified, it did not own the land. The Board then proceeded to work out another complicated deal, now involving BHERR; Boston and Albany Railroad, which agreed to buy flats east of the BHERR site; and the BWCo. But before *this* deal could be implemented, BHERR declared bankruptcy. BWCo held a mortgage to the site and got the property back. In view of the brightening prospects for the area, including the City’s promise to build a bridge connecting the new state lands with downtown Boston, BWCo decided to improve the property itself rather than sell it. Thus, following the original plan, it built a light seawall along the channel and filled behind it with material brought over from Fort Hill, which was being chopped down. The seawall had a wooden dock along its length to accommodate vessels and to protect the wall. By 1870, the company had filled an area north of the railroad tracks, as far as the proposed alignment of the new (Congress Street) bridge.

The state decided to undertake the rest of the project itself and sell the land created to pay for the work. In 1873, the Harbor Commissioners began work on the fan pier land and dock along the main ship channel. Land east of this was sold to the Boston and Albany Railroad, which used the same contractors that were building the Commonwealth’s land to fill its site, to the same construction specifications. The fill in this section consisted of clay dredged from the ship channel in the harbor and clean gravel. The dredging was part of the state’s harbor improvement plan, as it deepened the ship channel. BWCo was not obligated to dredge, nor did it have to be picky about what it used to fill its land: in addition to material from Fort Hill, rubbish from the Boston conflagration of 1872 was dumped in its site. The work of filling both the BWCo and Commonwealth sites was completed by 1882. (Fig. 15.) Very importantly for BWCo, even before all the filling was done, Congress Street Bridge opened, in 1875. BWCo built Eastern Avenue, later renamed Congress Street, across its site (the road continued on to C Street). This new bridge, along with a repaired and

⁷ Edward Philbrick, “The Improvement of the South Boston Flats by the Harbor Commissioners of the State of Massachusetts,” *American Society of Civil Engineers Transactions* 7 (Feb. 1878), 20.

reconstructed Mt. Washington Avenue bridge (1870-71), provided better access to the site from downtown Boston.

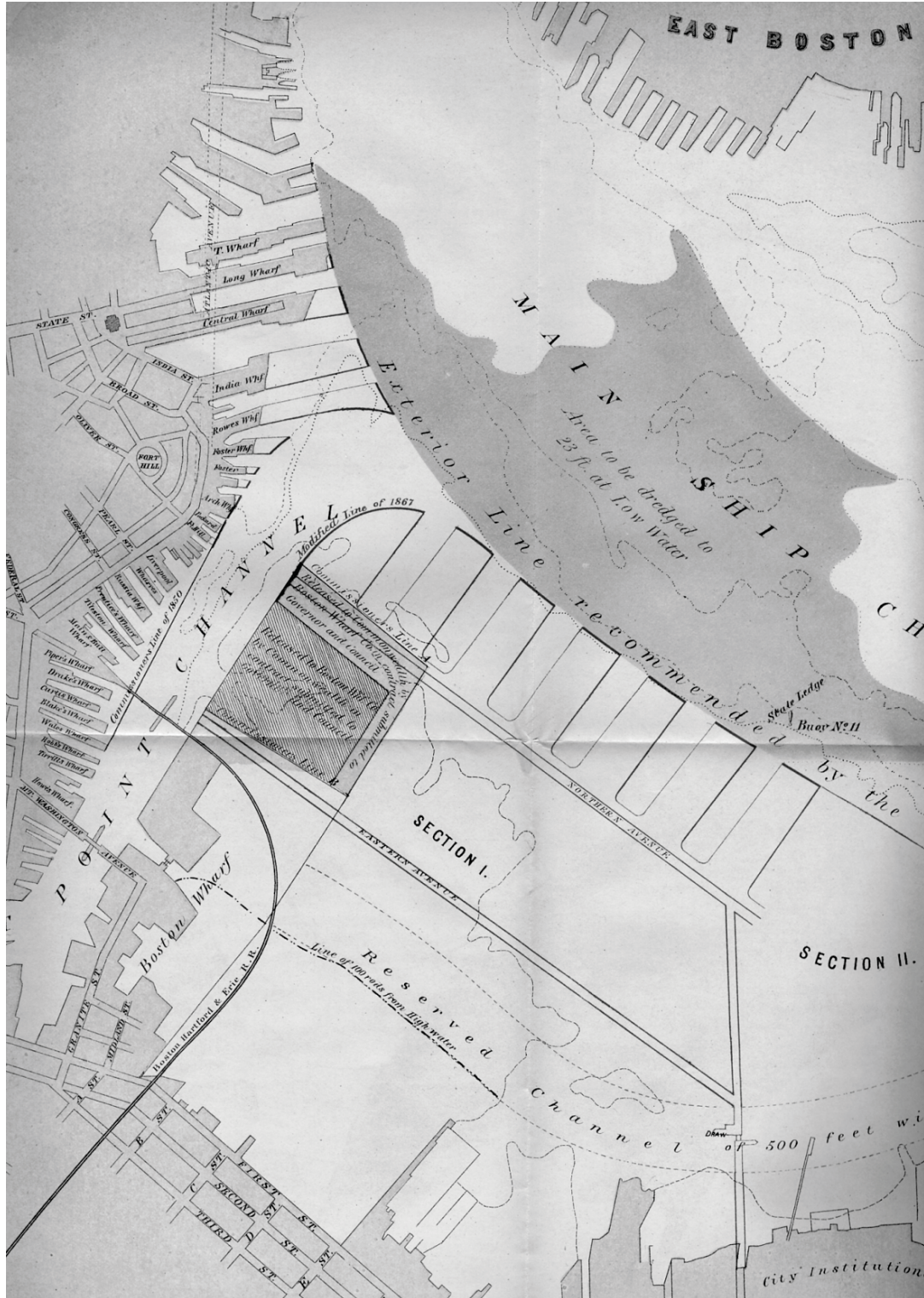


Fig. 14. Plan for the occupation of flats owned by the Commonwealth in Boston Harbor showing the extent of Boston Wharf Company's filling as of 1867.

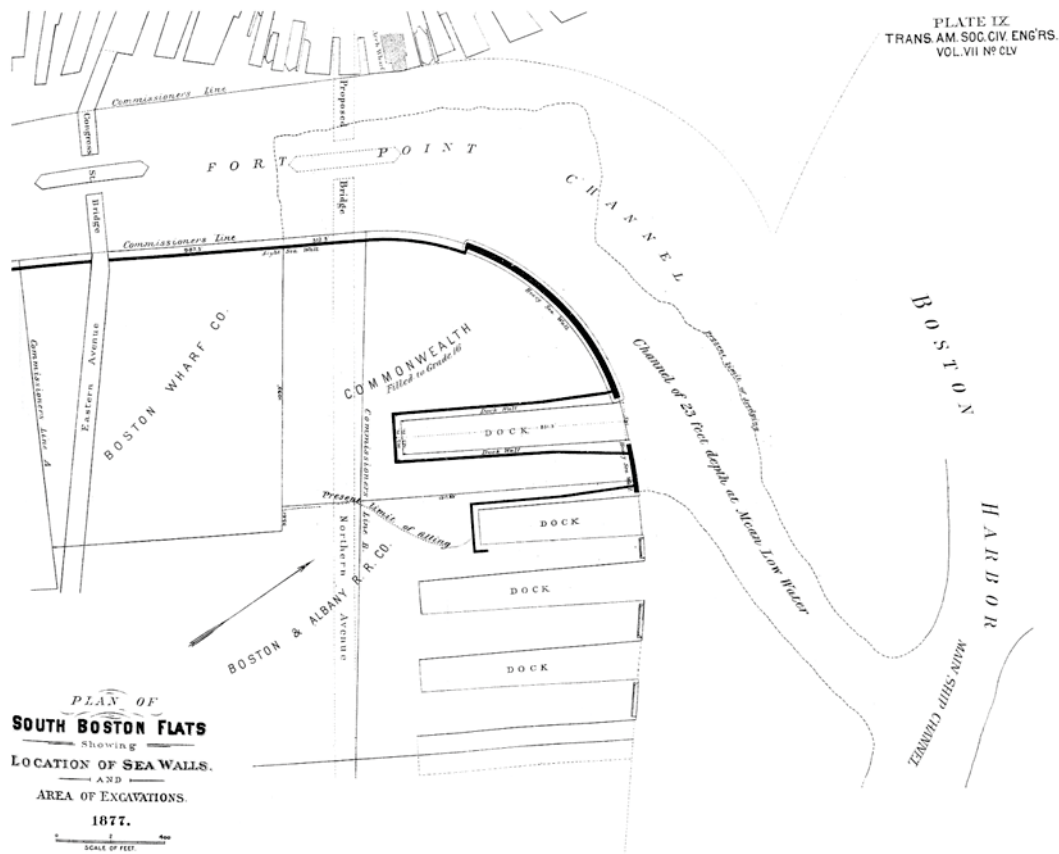


Fig. 15. Plan of South Boston Flats showing Boston Wharf Company's property as of 1877.

From sugar storage to industrial real estate development

The completion of the land-making coincided with a change in the BWCo's business model, from a public storage business oriented to docks on the channel, to a developer of industrial and warehouse properties served by ships docking in the harbor as well as rail and trucks. There was little evidence of the company's future direction as of 1880. Except for its wooden sugar sheds around the inlet near Mt. Washington Avenue and the railway structures on the eastern side of the site (including a round house), the BWCo's land was only sparsely occupied. (Fig. 16.) This situation changed during the 1880s, when revenues from sugar storage declined and the company looked for new products to store. With the opening of Congress Street Bridge, the site could become an extension of downtown.

The company's foray into warehouse and factory development began where Congress Street Bridge touched down on its property. In 1882, BWCo built the first brick loft in the district on the south side of Congress Street near the bridge: a warehouse called the Dorr Stores (eventually numbered 321-327 Congress

Street, demolished). This loft was used for storing wool, cotton, and general merchandise. On the north side of Congress Street, along the channel, sheds went up for another merchant – Nickerson’s Wharf. By 1889, several brick lofts had been built along or near Congress Street, some of which stand today. On the south side of Congress, between the channel and Dorr’s, stood Lombard’s Stores (later sold to Eben Jordan of Jordan, Marsh & Co.), which consisted of a wooden shed at the channel (demolished) and a 6-story brick loft (313 Congress, 1886, #43). Across Congress Street stood the 6-story brick storehouse of J. S. Williams (320-324 Congress, 1888, #11), public warehouseman and weigher, and Putnam & Co.’s building (326-330 Congress Street, 1888, #12). Also constructed at this time was a large stable for American Railway Express Co. (343 Congress, 1888, #42) and the first three brick lofts (buildings separated by firewalls) for Atlas Stores at Congress and Sleeper streets (#2). To give access to this building, BWCo built a street perpendicular to Congress that it named Sleeper Street after Jacob Sleeper, the company’s president from 1860-1883; the street opened in 1887. This and many other streets laid out in the FPCLD were entirely within the BWCo’s site, which gave the company the opportunity to name them and they did, after company officers and prominent tenants.



Fig. 16. View of Boston Wharf Company’s site, c. 1880.
The buildings along the channel near the Mt. Washington Avenue Bridge (center of the illustration) were BWCo’s storage sheds.

BWCo did not limit itself to warehousing, but also sought to interest manufacturers in their property. Manufacturers were some of the earliest occupants. Chase & Co., candy makers and predecessor of New England Confectionery Company, moved into a 6-story loft at the corner of A Street and

Congress (347-351 Congress, #41). On the opposite side of A Street, Tremont Electric Lighting Co., machine and lamp manufactures, occupied a 4-story loft (the western side of the present 355-359 Congress, #40). Another early manufacturer in the area was C. L. Hauthaway & Sons, maker of leather dressings and ink used in shoe manufacturing, which in 1887 occupied a 2-story wooden factory nearby on A Street (demolished).

This and many of the early buildings in the area were wood frame. C. F. and A. M. Hamburger, dealers in rags and waste paper, had a wooden warehouse across from Tremont Electric on Congress Street (demolished). James & Abbott's lumber yard occupied a large area along the channel north of the railroad tracks across the BWCo site. Elsewhere stood low warehouses and sheds for storing glass and crockery, lumber, wagon stock, theater scenery, and of course, sugar and molasses. This pattern continued through the twentieth century: wooden buildings went up along newly laid out streets, many of which were later replaced with brick lofts.

Over the decade of the 1890s, much development took place in the area despite a national economic depression that began in 1893. The BWCo built new streets parallel with Sleeper Street: Farnsworth Street by 1891 and in 1896, A Street Extension (later named Pittsburgh Street, now Thomson Place). Spur tracks ran down the streets so rail cars could make deliveries to the buildings. On the north side of Congress Street, west of Putnam & Co.'s warehouse, BWCo built two, six-story brick lofts, one of which is still standing 332-336 Congress (#13), while the other, a shoe factory, is now a vacant lot at Farnsworth and Congress. The development of the north side of Congress continued in a westerly direction with the Congress Street fire station (#14); a 5-story loft into which C. L. Hauthaway & Sons moved (1894, demolished); and another 5-story loft (348-352 Congress, 1894, #15). Behind this block, on Farnsworth, a 5-story warehouse went up (11-15 Farnsworth, #17). Finally, for a brief time, on Congress Street to the west of Farnsworth Street, stood the ballpark of the Boston ball club of the Player's League (demolished). This league lasted for just one year, 1890, but the ballpark remained standing at least until 1894, when the Boston club of the National League played there. The ballpark came down when BWCo put in Pittsburgh Street and finally in 1900, Stillings Street, the westernmost historic street parallel with Sleeper on BWCo property.

Meanwhile during the 1890s, the southern end of the district became a manufacturing zone. Boston Button Co. occupied a 6-story loft on A Street (326 A Street, #70), which towered over all other buildings south of it when it was completed in 1890. South of the railroad tracks, lining the east side of A Street, were the plants of Rochester Brewing Co., Albert & J. M. Anderson Machine Shop, and Boston Plate & Window Glass Co. (all demolished). A notable project in this decade was undertaken by Samuel Wormwood and associates south of these buildings on a roughly 3-acre site purchased from the BWCo, between Wormwood and Binford streets. The complex consisted of five principal

buildings, all six-story brick lofts, which like the BWCo's buildings covered almost the entire site, with only narrow passages between the buildings, which, with the streets on the north and south sides, allowed in air and sunlight (map #s 79-84). Known as the Factory Buildings Trust, the complex offered factory space to let – somewhat analogous to what we today would call industrial incubator space. The buildings were supplied with electric light and power from its own power plant, situated at the eastern end of the complex (demolished, but the plant's massive chimney survives). South of Binford Street on A Street stood the first of the lofts that eventually would line A Street and Channel Center Street.

The pace of loft construction got a particular boost around 1900, when the Summer Street Bridge opened and extended Summer Street from downtown to BWCo land. The sequence of events that led to the construction of the Summer Street Bridge commenced when the railroads with terminals in the South Cove area, which through mergers had been reduced to two in number, agreed to build a new, union station. This involved a realignment of their tracks to the Boston side of the channel, which allowed the railroad bridge and the tracks crossing the BWCo property to be removed, freeing the land for development. The union station project – which resulted in South Station – was a great undertaking that included filling old docks and wharves and constructing new bridges, tracks, and a large terminal building. The station opened in 1898. Then, roughly where the railroad bridge had stood, the railroad built a highway bridge that brought Summer Street to South Boston.

These events were arguably the most important for physically shaping the streetscape we see today in the FPCLD. A historian of the BWCo considered the erection of the Summer Street Bridge nothing less than “an epic event in the history of the Boston Wharf Company.” Even though Congress Street Bridge had been in place for over two decades, Congress Street never became an important route in South Boston. The tracks of the railroad, after 1873 owned by the New York & New England Railroad (NY & NE RR), crossed it at grade; likewise, more tracks crossed A Street at grade, separating Congress Street from BWCo's bonded yards. Summer Street, intended to give access to the new state piers, avoided this problem by being built above grade; it ran at an elevated level through the BWCo site and continued on a viaduct over the railroad's tracks and yards east of the BWCo land. Congress Street was then terminated at the train yards. Summer Street provided easy access between BWCo's site and downtown, and the grade separation made it an important thoroughfare in South Boston. (Fig. 17.)

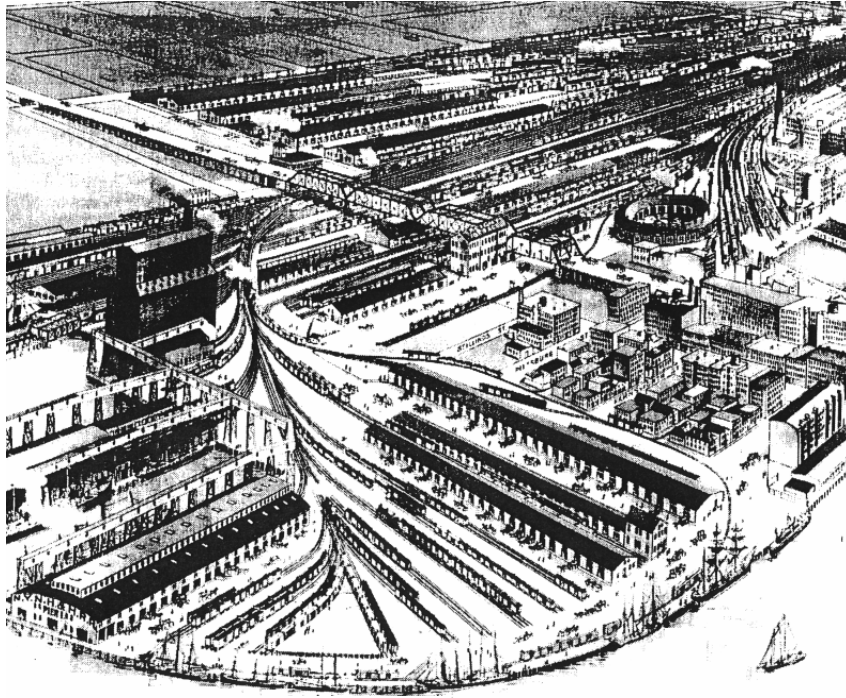


Fig. 17. View of South Boston from the Fan Pier, showing BWCo's site with Summer Street extended across the site and continuing on a viaduct, c. 1903.

As work on the bridge progressed, BWCo laid out new streets according to plans for the eventual development of the land, "which anticipated the actual construction in such a manner that the work of building on both sides of Summer Street and its adjoining streets was remarkably simplified." The raised grade necessitated a bridge over A Street (1900, #52) and created the most striking urban design feature of the district: a road curving from the elevated Summer Street down to grade at A Street. Named Melcher Street for BWCo's Superintendent, Lewis Melcher, the road was laid out in 1897.

BWCo was a real estate company by this time. It built structures to suit specific tenants, which it leased or sold to them. It also sold land. BWCo identified its buildings with the company's initials and date; early on, it started to identify its buildings with round, bronze plaques that contained the company's monogram and date of construction. These plaques can be seen on many of buildings in the district today, and the company continued the tradition by putting plaques on its new buildings.

Leading the company in the direction of real estate development was the energetic and well-connected businessman, Joseph Ballister Russell (1852-1929). He was appointed a BWCo director in 1882, and in 1886, during the tenure of his father (Charles T. Russell) as president of BWCo, Joseph became the company's treasurer, a position he held for four decades. His younger brother, William Eustis Russell, served as governor of Massachusetts 1891-1894. Joseph helped

develop the company's property into an industrial district, constructing factories and warehouses and finding tenants for the space. Russell lobbied hard to bring the Summer Street highway bridge into existence, and his success in accomplishing this was important to the company. He served as director for several Boston banks; the New York, New Haven & Harford Railroad (which took over the tracks through BWCo land); and West End Street Railway Co., and later as president of Boston Elevated Railway Co., among many business interests and positions. He also served as president or vice-president of the Boston real estate exchange and president of the Boston Chamber of Commerce in 1912.

In addition to Melcher Street, the company laid out streets north of Congress, parallel to Sleeper Street. Development of the north side of Congress Street progressed from west to east, and concluded with the massive buildings at 364-72 Congress and finally 374-84 Congress (#28 and #37). Summer Street, between the channel and A Street, was developed as a monumental city street, lined on the north side with 9-story, fireproof lofts. The buildings on the north side, which went up 1898-99, were intended for wool merchants. The opposite side of Summer Street developed more slowly, between 1903 and 1910. Boston Wharf Company took offices in the prominent 1905 building at the corner of Summer and Melcher streets (#62). East of the A Street bridge on the south side of Summer Street stood the buildings of Dwinell-Wright Co., tea and coffee importers(#58); Howes Leather Co. (#57); and Joseph Middleby, Jr., maker of bakery and confectioners supplies (#55 and #56).

The south side of Melcher was built up in 1902 for the recently organized New England Confectionery Co. (NECCO), formed by the merger of three candy making firms, including Chase & Co. NECCO occupied a group of buildings that ran from 253 Summer to 29-37 Melcher streets, as well as two lofts behind this block (on an narrow street called Necco Court), the latter ones built in 1907, the same year the Necco Court opened (#63-66, #77-78). The rest of the block on Melcher, to A Street, contained two wool warehouses and a factory occupied by French, Shriner & Uner, shoe manufacturers (63 Melcher, #69). South of this block, at A Street and Necco Court, a large factory was built for the George E. Keith Company, another large shoe manufacturer, with factories throughout Massachusetts (#75). Meanwhile, lofts went up on the east side of A Street south of Binford Street, and on the Midway Street, which opened between Richards and Binford streets in 1897.

The land south of Necco Court on the west side of A Street – comprising the area of the old sugar yard – with the exception of the Keith Co. factory, contained only large storage sheds. In 1924, BWCo contemplated building up Necco Street, which ran south from Melcher Street to the bonded yards, with lofts that, according to a company history, were to be “splendid new buildings, equipped with every desirable advantage that modern engineering extends.”⁸ But economic conditions did not warrant this development at the time. Plans stayed on hold

⁸ *One Hundred Years of the Boston Wharf Company*, 18.

during the Great Depression and World War II, after which no new loft construction occurred.

When development tapered off in the 1920s, the site was almost completely covered with buildings (the exception was the bonded yard area). By 1929 the BWCo had erected some ninety buildings.

Rise and fall of America's great wool marketplace

While many people equate cotton textile manufacturing with the textile industry generally, in fact wool cloth production was a separate and important branch of the industry, and its development followed a somewhat different course. The general outlines of the wool cloth manufacturing in New England were the same as those of cotton – from dominance in nineteenth century, followed by a geographical shift in production to the southern states, and finally a collapse of the industry in the face of overseas competition. However, the timing of these events differed in the cases of cotton and wool manufacturing. In the case of wool textiles, employment and production continued to be concentrated in New England well into the twentieth century, long after cotton textile manufacturing had moved south. Wool was harder hit by the development of synthetic fibers than was cotton. Overall demand for wool cloth fell in the second half of the twentieth century as Americans simply bought less wool clothing. These developments impacted the woolen and worsted mills that were the mainstay of New England's industry. Nevertheless, in the first half of the twentieth century, wool manufacture persisted and even flourished in New England. One of the byproducts of this persistence was Boston's continued dominance as a wool market. This market was located in the FPCLD.

American-grown wool was highly varied and uneven in character. Wool varied according to fineness, length, and strength of fibers, as well as color, luster, suppleness, intermingled black hairs, cleanliness, and amount it would shrink when washed. To classify it required dozens of categories. In this respect wool differed from other agricultural commodities, like cotton and wheat, which fell into far fewer categories. Because of this variability, the work of a wool merchant was complex, requiring much knowledge of the material and entailing risk because of uncertainty over prices. Price information was not as available for wool as it was for other agricultural commodities like wheat or cotton, which were handled through exchanges. An effort in the 1890s to establish a wool exchange in New York City foundered on the great variability of wool. Manufacturers had to actually see samples of wool in order to choose material suitable for the particular products they intended to make. Dealers looking for a certain kind of wool to fill an order would visit other merchants to buy from them. Moreover, many wool manufacturing firms were small and produced small runs of the designs they offered. The varied requirements of the manufacturers, and the variability of the raw material, created an important role for the wool merchant. And the need for a convenient place where buyers could see the wool, and from

which wool could be dispatched for quick delivery when it was required, supported the development of a centrally-located wool market. During the nineteenth and early twentieth centuries, the manufacture of wool apparel fabrics (called woolens and worsteds) grew and became geographically concentrated in New England. Boston – the largest commercial center in the region – developed into the nation’s principal marketplace for apparel wool, the place where the nation’s largest wool merchants had their offices and warehouses.

Boston took an early lead in this direction in the nineteenth century when New England was a center of both sheep raising and wool textile production. Wool dealing as a distinct line of business evolved along with the growth in wool manufacturing: merchants who were selling agents for textile mills began to buy and deal in raw wool as well, and eventually some firms specialized in wool trading. In the latter part of the nineteenth century, first the mid-west and later the far west became the leading wool growing regions. Imports from Australia and South America also increased. Buyers from the Boston wool houses bought product from all the sheep raising states and countries (or took it on consignment); wool was brought by rail and ship to Boston. The bulk of this wool arrived ungraded. In Boston, the dealers graded the wool – grading is an art, the value dealers add to the raw material – and packaged graded lots in quantities to suit their customers at the mills, ready for delivery when required. Attempts were made periodically, for example by Western wool growers and New York entrepreneurs, to dethrone Boston as the nation’s largest wool marketplace, but they did not succeed. As long as the raw material remained varied, along with the requirements of manufacturers large and small, the middleman served a valuable function in the production process. And as long as wool manufacturing remained concentrated in New England, Summer Street reigned. (Fig. 18.)

Thus, just as it had a centrally-located leather district to serve the shoe and boot industry, Boston had a wool district. Because of the seasonality of the industry and, in the twentieth century at least, the often large fluctuations in demand from year to year; wool tended to accumulate and merchants needed a lot of space to store it until customers bought it. Thus, they built large warehouses, where they sorted, graded, and packaged wool, and had their offices. In the mid-1880s, wool warehouses clustered on Federal Street and nearby, along Franklin, High, and Purchase streets and Atlantic Avenue. Wool storage expanded in the downtown in the 1890s: the new land created on the east side of Atlantic Avenue was developed with huge wool warehouses. Following the opening of the Congress Street Bridge, the industry spread across the channel to the South Boston. The first of BWCo’s brick lofts, the Dorr Stores on Congress Street (demolished) was used partly for wool storage. The trickle of wool dealers across the channel turned into a flood in the early twentieth century, when the wool merchants generally relocated to the Fort Point Channel area. The precise motivation behind this migration is unknown but can be guessed at. On the one hand, there was the push of expanding retail and financial/office businesses in the downtown – firms that could outbid wholesaling firms for space. On the other hand was the pull of

the new, substantial buildings that the BWCo erected, which had good ship and rail connections yet were near Boston's downtown. BWCo anticipated that wool merchants would be important tenants for their lofts: to coincide with the opening of the Summer Street Bridge, the company developed the block on the north side of Summer Street, between the channel and A Street, as fireproof wool warehouses.



Fig. 18. Interior of a wool warehouse, c. 1930s.

Until the 1940s, wool wholesaling flourished along with New England's wool manufacturing industry. By 1919, the region had become the center of the nation's woolen and worsted industry. Between 1870 and 1920, employment in the wool manufacturing in the region increased 80%; yet, with greater automation and improvements in productivity, the quantity of wool used at the mills increased at double this rate. The wool merchants took over lofts when the other sorts of warehousing and light manufacturing firms left them. Wool merchants came to dominate the FPCLD; lofts throughout the FPCLD as well as in adjacent areas in South Boston were stuffed with wool. Jeremiah Williams, wool merchant, along with other investors built a large wool warehouse to the east on Summer Street, at D Street. Three large warehouses erected outside the FPCLD at 401, 415, and 423 Summer Street, built 1917-19, were advertised as the largest wool storage facility in the world.

Looking at the industry in its heyday, during the first half of the twentieth century, we find the nation's woolen mills concentrated in New England, with the majority in Massachusetts, and Boston merchants handling a large share of the nation's wool clip. An investigation of the industry during the 1930s found that 60-75% of wool grown in the U.S. passed through Boston. Moreover, for the years 1933-35, nine wholesale firms alone handled 41% of all U.S. wool, and eight of these

firms were located in Boston – and not only in Boston, but on Summer Street. The Boston Wool Trade Association had 230 firms as members. Open top trucks, piled high with bags of wool, plied Summer Street. The pulleys that project from roofs over the tiers of loading doors (called “whips”) were used to raise and lower bags from and to the trucks. The large sheds in the old sugar yard became storehouses for imported wool that was subject to duties. Representatives from the mills came into Boston to inspect the wool; independent agents roamed from firm to firm looking for product to fulfill orders; representative of foreign producers went on sales-calls to the merchants with their bundles of wool samples. When wool merchants wanted to take customers out to lunch, they went to nearby Jimmy’s Harborside, where tables would always be ready for the men in the business. According to a history of the wool industry published in 1926, Summer Street was “known the world over in wool circles.”

During the period 1920 to 1946, the textile industry fluctuated greatly – cast down by an agricultural depression that began in 1920, then recovery, then the Great Depression, followed by prosperity during World War II. After 1947, the industry went into a steep and irreversible decline. Several factors contributed to this decline. One was favorable labor costs in the southern states relative to New England, something that had already lured away cotton textile manufacturing. Wool firms began to open plants in the South and close them in the North. Another was the increased use of synthetic fibers. When synthetic fibers were blended with wool, they did not affect output and employment at the mills, but did reduce the demand for raw wool. Later, synthetics replaced wool for many purposes; Americans in the second half of the twentieth century simply wore less wool clothing. In 1947, over half of the nation’s establishments (453) and nearly two-thirds of all production workers in the wool and worsted industry (about 105,000 employees) were located in New England. Twelve years later, in 1958, the number of establishments had fallen 41% and employment had dropped a stunning 71%. Production and the number of looms fell dramatically. After this, the industry continued to decline, gradually but inexorably. Eventually the remaining mills had to compete not only with southern mills, but with foreign manufacturers. The wool and woollen industry in the United States declined to a shadow. In 1989, there were 47 woollen mills in New England. Today, only one mill in New England purchases wool to spin and weave at its plant.

Associated with this manufacturing decline was the shrinking and eventual disappearance of Boston’s wool market. During the second half of the twentieth century, when the number of mills dwindled, salesmen representing the dealers went out to the mills with samples, rather than mill agents coming into Boston to buy. As customers disappeared, the reason for maintaining large stocks of wool in Boston also vanished; rather, wool could be warehoused near the source. In 1951, about half of the space in BWCo buildings was devoted to the wool industry. By 1963, only 200,000 square feet was used for wool. Wool merchants continued to keep offices in Boston into the 1980s; some were located on D Street in South Boston and Lincoln Street downtown. The last of the Summer Street

wool firms, Forte, Dupee, Sawyer Co., left its building at 311-319 Summer Street in 2000. All that remains of this vanished industry in the FPCLD is a historic marker sponsored by the Boston Wool Trade Association, placed on the 259 Summer Street in the autumn of 2002.

Art for wool

By the 1950s, development of the FPCLD as a site for warehousing and manufacturing had come to an end. BWCo completed its land-making when it filled the inlet, partly by 1919 and finally out to the seawall at some point between 1928 and 1948. The loft built in 1929, a reinforced concrete building at 51 Sleeper Street, turned out to be the last of the type. The Great Depression, World War II, and the changing city and regional economy stalled and then ended further loft development.

As Boston's wool market declined along with New England's wool textile industry and business sought suburban locations with good highway access, prospective tenants for BWCo's lofts from traditional industries dwindled. Vacancies became widespread. Then, in 1976, artists discovered the area when a group of artists forced out by fire from the Plante Shoe Factory in Jamaica Plain rented the fifth floor of 34 Farnsworth Street. Fort Point's brick and beam loft buildings, with their high ceilings, freight elevators, weight-bearing floors and plentiful large windows, attracted a large artist population quite quickly. In the 1980s, they occupied buildings on A, Farnsworth, Congress, and Melcher streets. After Forte, Dupee, Sawyer Co. vacated the top three floors of the loft it occupied – no longer needing the space for warehousing wool – artists moved in. By 1979, so many artists had located in the area that an Open Studios event could be held. In 1980, artists created the Fort Point Artists Community (FPAC) as a tax-exempt 501(c)3 corporation with the mission “to enrich the Fort Point area with an artist live/work population that contributes to the district's and the City of Boston's cultural life.”

BWCo cooperated with the artists and helped the artist community develop. Many of the artists who set up studios in the FPCLD lofts also lived in their studios, although city building codes did not allow this. The artists subdivided floors, put in kitchens and bathrooms, and created live/work spaces. They also provided means of emergency egress from the buildings, which were now partly residential. As their numbers grew, the artists organized to negotiate leases collectively with BWCo. Around 1995, artists leased floors in eighteen different FPCLD buildings. But as lessees, and often illegal residents, the artists' tenancy was precarious.

In the late 1990s, after the completion of the Big Dig and the cross channel connection to the third harbor tunnel, the wider world discovered the potential of the district as a place to live and work. Today, when artists' leases expire, the buildings are redeveloped, mainly for offices, retail, and high-end residential. For

example, until February 2002, 288-304 A Street (#75) was home to several arts and community organizations and over 50 artist studios. The building was redeveloped for office space. One former tenant, the Revolving Museum, left Boston for Lowell. Buildings at the southern end of the FPCLD on A and Channel Center streets had been occupied by perhaps 100 artists when Beacon Capital Partners purchased the property for redevelopment.

Nevertheless, many artists continue to live and work in the FPCLD and some have secured their continued presence in the district by becoming building owners. In 1982, with initial funding from the National Endowment for the Arts, FPAC developed the 249 A Street Cooperative, a 43 studio artist life/work limited equity coop. From 1992-94, FPAC developed the Artists Building at 300 Summer Street, a 47 studio artist life/work limited equity cooperative. In 1999, FPAC and four other neighborhood cultural organizations created the Fort Point Channel Coalition (FPCC). In 2005, FPCC in a joint venture with Keen Development developed three buildings into Midway Studios with 89 live/work artists' rental studios at 15 Channel Center Street (formerly Midway Street). As part of the larger Channel Center project of Beacon Capital Partners and working closely with the Boston Redevelopment Authority, Midway Studios has 40% of the studios as affordable housing. Midway Studios was developed using historic tax credits.

Alert visitors to the district will sense they are in an artistic milieu when they discover outdoor artworks throughout the district. Representatives of artist groups serve on committees concerned with planning the future of the area. The Seaport Alliance for Neighborhood Design (SAND) worked with consultants to the Boston Redevelopment Authority to help create a plan for the area, the Seaport Public Realm Plan. Artists and other community members petitioned the city to designate the neighborhood a Landmark District in 2001.

Change and continuity

The appearance of the FPCLD today reflects continuity and change. To begin with some of the changes: many buildings have been demolished, notably those located south of the FPCLD on A Street. The current uniform and monumental appearance of the district is a late stage result of the loss over time, even as recently as 1999 and 2000, of all the former timber structures and many of the one-story brick sheds. (Fig. 19.)



Fig. 19. Congress Street, looking east, c. 1905, showing the varying scale and materials formerly in the area.

Historic structures on the west side of A Street, adjacent to but outside of the District, were removed when the parcel was taken over for Central Artery work. Likewise, on the east side of A Street, in the “A” Street Protection Area, the former brick and frame structures of the glass works, machine shop, and brewery, as well as the railroad roundhouse, are gone and the land is used for parking. The southern boundary of the FPCLD was determined by recent demolition. A consequence of this demolition and clearing is a break in the density and uniformity of the street walls at this point. The north and south sections could be knit back together when the land is redeveloped.

BWCo once owned most of the buildings and treated them conservatively, and consequently much original fabric has been preserved. For example, a group of buildings on Thomson Place and Farnsworth Street was rehabilitated for the use of Thomson Financial. The exteriors of the historic buildings were preserved, while connections were made between the buildings to create an integrated space. BWCo’s dominance as a property owner waned as it sold off its holdings. Negotiations for the sale of the remaining 44 buildings in the company’s portfolio in 2003 and resulted in the purchase of large holdings by several developers including Berkeley Investments and Goldman/Archon Group in 2004-2005. Resale of these buildings has been ongoing.

The area is tamer and more orderly today than it was when trains threaded through many of the streets and teamsters loaded and unloaded delivery trucks. All the old bridges across the channel had been movable, and their openings had been a cause of frequent traffic backups. Neither Congress nor the Summer Street bridges open any longer, so traffic can flow unimpeded across the channel. The

Mt. Washington Avenue Bridge, closed to vehicles in 1898, was removed in 1909, and a new fixed span bridge, the Evelyn Moakley Bridge, gives access to the north end of the site. Shipping in the channel declined over the course of the twentieth century and largely ceased in the late 1950s. Today the channel waters are still and usually devoid of boats. The rail spurs that served the buildings in the district (like the extensive rail yards that surrounded the district) are gone.

Photos from the opening of the twentieth century show a dense place, almost entirely covered with buildings. This was a manmade environment, unrelieved by nature. For example, there were no street trees or parks; rather, the utility poles – wires being above ground – substituted for trees. The streets were rough cobblestone: surfaces were hard and stark. And the industrial character extended into the area beyond the borders of the FPCLD, to the train yards that once occupied the Fan Pier and area west of the district, and the lofts, stables, machine shops, sugar factory, and foundries to the south. As recently as the 1980s, the former Factory Buildings Trust complex at Wormwood and A streets conveyed “a 19th-century factory ambience now rare.”⁹ (Fig. 20.) This ambience is rarer still today. While we can understand the wish of new residents and office workers to banish the gloom and grime of past times, the dense and sublime feel of the historic section is part of what makes it a distinctive place.



Fig. 20. Factory Buildings Trust lofts,
Wormwood Street from the intersection of A Street, c. 1905.

⁹ Peter Stott, Factory Buildings Trust in “South Boston,” draft industrial archeology report on firms in South Boston.

Despite the losses and changes, the district retains its historic character to a remarkable degree. While buildings have been lost, few modern ones have been added. Of the 95 buildings in the area today, only seven date from after 1929, and most of these are very recent – one, the Hood Milk Bottle, was moved to the area from another location. Windows and doors have been replaced in many buildings and additional floors have been added to some and while these changes rarely attempt to recreate original fabric, with a few disturbing exceptions (e.g., the large, new arched entry and white walls of 313 Congress Street), most alterations are respectful and compatible. More importantly, some buildings retain their original windows and doors. Bridges between buildings, commonly found in older factory complexes, are a notable feature of the area. Although some of the bridges that formerly existed are gone, several survive (e.g., between 6 Necco Ct. and 19-27 Melcher Street, and 51-61 Melcher Street and 281-83 Summer Street). And some modern bridges have been added: two new bridges span the alley between Farnsworth Street and Thomson Place, connecting buildings occupied by Thomson Financial.

What one finds in the area today is a visually uniform collection of mainly five and six story brick lofts, each one covering all or most of its lot. The losses and change of use do not compromise the special feel the district. Standing on an alley in the north part of the district, one can imagine the activity of bygone times. What remains here is a distinctive, well-preserved, and historically significant district. The losses only serve as a reminder of how vulnerable the district is to demolition and character-eroding change.

Principal Architects and Builders Working in the District

The principal designers of the BWCo buildings were Morton D. Safford (1842-1921) and Howard B. Prescott (1874-1956). They served as staff architects for the BWCo, the former from 1893-1917, and the latter from 1917-1939. While each was staff architect for the company, Safford is responsible for considerably more buildings. Little information has turned up about either man. Safford is listed as an architect in Boston city directories for the years 1893-1920, during the time he worked for the BWCo. Likewise, Prescott is listed in city directories for the years 1895-1918 in a partnership (Prescott & Sidebottom) and then alone from 1919-1939. Prescott & Sidebottom, but not Safford, were included on the list of Boston architects in Damrell's *A Half Century of Boston's Building*; neither belonged to the Boston Architectural Club at the time (c. 1895). Buildings developed by BWCo during the periods of their employment were for the most part attributed to one of the two men.

The Congress Street Fire Station at 344 Congress Street was one of several fire stations designed by Harrison Henry Atwood (1863-1954) during his tenure as City Architect, 1889-91. Atkinson was an office-trained architect, having apprenticed and worked in the offices of S. J. F. Thayer and the former City

Architect, George A. Clough. Active in Republican politics, Atwood served as a State Representative for the 8th Suffolk district for three years before being appointed to the City Architect position. Following a period of private architectural practice, he was reelected four times to the lower house, 1915-1928.

A number of the BWCo buildings from the late 1880s and 1890s were constructed by building firm C. A. Dodge & Co. This company built the J. S. Williams Stores (320-34 Congress, 1888), Boston Button Co. building (326 A Street, 1890), Atlas Stores (316 Congress Street, 1890, c. 1893) as well as several lofts on the north side of Congress between Sleeper Street and Thomson Place (some of which are no longer standing) and undoubtedly other buildings in the area. The firm was established in 1885 but it succeeded an earlier company, Vinal & Dodge, founded in 1879. By the 1890s, in addition to contracting, the firm dealt in building materials. The firm had an advantage when it came to getting BWCo contracts in that it was a BWCo tenant in the 1890s, having its yard at 244 A Street, a few steps away from BWCo offices at 274 A Street, where Morton Safford had his office. The firm worked principally in Boston.

Three buildings have been attributed to J.M. and C.J. Buckley, however they are not listed as architects in city directories; no other buildings are known to have been designed by this pair. This attribution, made by an earlier researcher, has been retained in case it provides a lead for future scholars.

3.2 Historical Significance

The Fort Point Channel Landmark District is situated on landfill created by a private real estate development company. New England is famous for its 19th century manufacturing corporations, such as the pioneering textile firms of Waltham and Lowell. Real estate corporations were another regional business specialty, although their activities are less well-known today. Throughout the 19th century, many companies – from the Front Street Corporation, South Boston Association, and Broad Street Association early in the century, to the suburban land sub-dividers of later decades – formed to make land; to lay out and sub-divide land; and to build, sell, and manage structures, both for business and residential purposes. This sort of development organization was associated with Massachusetts. In the 19th century, several other states prohibited corporations from owning real estate or buildings that were not used by them in their business operations. Illinois was one such state. New England investors created a “Massachusetts Trust” in Chicago to circumvent the Illinois law.

The Boston Wharf Company is an important example of a Massachusetts real estate development corporation. BWCo’s land-making created a sizable section of South Boston, roughly 96 acres in total. Exactly how this achievement ranks compared with that of other private land-making companies is unknown, as no list

of companies and the amount of land they filled is available. However, BWCo can be counted among the larger real estate companies. It made land and built infrastructure – streets, sewers, and lights – and also built structures on the land for sale or lease. This achievement is of local, regional, and national importance as an example of the work of a major company in a line of business that was a New England specialty.

The FPCLD represents the sort of urban loft district on the periphery of the commercial core that was once a standard and vital part of American cities. Boston was an important colonial-era port and it continued (and continues) to be a principal entrepot city. Goods arrived by ship, railroad, and highway, and thus the city has always had warehouses and yards for transshipment and storage. The FPCLD originally served as a wharf for goods storage – in the mid-nineteenth century, for sugar and molasses principally. Later, the area developed into a site for industrial activities, including general warehousing and light manufacturing. Multi-story loft buildings were the characteristic type of structure in urban warehouse/manufacturing districts. The FPCLD has a large and well-preserved collection of lofts, which collectively still represent the legacy of the district's original economic purpose and is a fine example of this type of district.

Another historically significant aspect of the area is its former importance as a center of the wool trade. During New England's reign as the center of wool cloth manufacturing in the United States, Boston merchants dominated the trade in apparel wool. In the 20th century, the largest of the wool merchants had warehouses and offices on Summer Street in the FPCLD. This history is recognized with a historic marker attached to 259 Summer Street. The district itself, given the many lofts built specifically for the wool trade that are still standing and not significantly altered, embodies this history.

The FPCLD compares favorably with other loft districts, including, for example, the Historic Warehouse District (HWD) in Cleveland, Ohio. Listed on the National Register of Historic Places in 1982, the HWD was originally Cleveland's commercial center and it includes twenty-eight historic structures, constructed from the 1850s to 1921. Compared with the FPCLD, the HWD is smaller, and because of demolition (surface parking lots comprise 40% of the district) and the longer timeframe over which it developed, its streets lack the uninterrupted appearance and uniform character of many of the streets in the FPCLD. Warehouse districts in other important trading cities have been listed on the National Register, including the Cupples Warehouse District, St. Louis, Missouri; Oakland Waterfront Warehouse District, Oakland, California; Cincinnati East Manufacturing and Warehouse District, Cincinnati, Ohio; Walnut Street Warehouse and Commercial Historic District, Kansas City, Missouri; and St. Joseph's Commerce and Banking Historic District, St. Joseph, Missouri. What makes the FPCLD stand out is its size (87 historic lofts) and intactness and consequently, historical ambience.

3.3 Architectural Significance

The buildings of the FPCLD are significant as excellent representatives of the loft type of structure, and for the high quality of their design. They are distinguished examples of architectural styles that were popular during the period of their development, interpreted for warehouses and industrial structures.

The district is architecturally significant as an unusually coherent and well-preserved collection of late-19th and early-20th-century lofts. Not only individual buildings, but entire streetscapes survive largely intact and unaltered, preserving the visual identity of the area as a loft neighborhood. The district is remarkable for the cohesiveness of its design as embodied in its architectural styles, building materials, massing, density, and scale. Such visual coherence is, in part, a consequence of the district's exclusively industrial-warehouse purpose. In addition, the area was developed by a single real estate company (the Boston Wharf Company). The predominance of Classical Revival styles is a consequence of the period within which many of the extant buildings were developed, the 1890s to 1920s, when Classical Revival styles were in fashion. Finally, many buildings in the district were designed by a single architect, Morton D. Safford.

The density of the district is a function of BWCo's ownership of the land and its ability to lay out streets and lots to maximize ground coverage. Thus the visual character of the streetscape is partly due to the nature of the district's development, by a single, important real estate development company. The density, therefore, is related to the historically significant nature of the land ownership.

With respect to architectural design, the FPCLD is significant for the excellent state of preservation within its bounds of entire streets of loft buildings built in styles that were popular in the city, region, and the nation during the late-19th and early-20th centuries. Within the area, Congress Street and Summer Street are of particular architectural significance. Buildings on Congress Street represent the range of architectural trends popular from the 1880s to 1918, including architecturally modest early warehouses, a factory trimmed with Italianate-style ornament, a high-style Romanesque Revival fire station, a building with an early skeleton frame facade, examples of high-style Classical Revival style buildings, and an early 20th century Stylized Classical style wool warehouse of reinforced concrete. Summer Street is remarkable for the stylistic and visual coherence of its streetscape dominated by imposing high-style, yellow brick wool warehouses in the Classical Revival style. Other streets in the district, especially Melcher, Channel Center, and Farnsworth streets, are of interest for their concentrations of Stylized Classical loft buildings, representative of the early 20th century taste for a distilled expression of the Classical style.

3.4 Relationship to Criteria for Landmark Designation

The Fort Point Channel Landmark District (FPCLD) meets the definition of and following criteria for designation found in sections two and four of Chapter 772 of the Acts of 1975, as amended:

A. Inclusion in the National Register of Historic Places as provided in the National Historic Preservation Act of 1966. The Fort Point Channel neighborhood was listed on the National Register of Historic Places in 2004.

B. Structures, sites, objects, man-made or natural, at which events have occurred that have made an outstanding contribution to, and are identified prominently with or which best represent some important aspect of the cultural, political, economic, military, or social history of the city, the commonwealth, the New England region, or the nation. The site and structures that comprise the FPCLD exemplify a kind of enterprise – land-making and real estate development – that was characteristic of Boston and the region, and important to the economic and physical development of both the city and the region. In addition, the FPCLD is an excellent example of the kind of urban loft district that was found in and near the centers of cities across the United States and played a vital part in the nation’s economy. These wholesaling and warehousing districts often specialized in particular commodities produced or consumed in their regions. In New England, such a commodity was wool – the raw material of the region’s woolen and worsted cloth manufacturers. Boston became the nation’s most important wool marketplace, and the center of the wool trade was Summer Street in the FPCLD.

D. Structures, sites, objects, man-made or natural, representative of elements of architectural or landscape design or craftsmanship which embody distinctive characteristics of a type inherently valuable for study of a period, style or method of construction or development, or a notable work of an architect, landscape architect, designer or builder whose work influenced the development of the city, the commonwealth, the New England region, or the nation. The structures that comprise the FPCLD are individually excellent examples of a building type – the urban loft – that was important in the economic history of the city and the region. The FPCLD lofts are also fine examples of a method of construction used in such buildings: warehouse construction. In their architecture, they are fine examples of styles popular in the city, region, and the nation during the late-19th and early 20th centuries interpreted for industrial buildings. But more important than the quality of individual buildings is their collective effect. The district is distinctive, with integrity of location and setting: it is an unusually well-preserved, clearly bounded, and largely intact district with few incompatible buildings and a moderate amount of exterior alteration. In this

respect, it serves as an important national example of an urban loft district from the Late Industrial Period.

3.5 Relationship to Criteria for Protection Area Designation

The Seaport Boulevard/Boston Wharf Road and A Street Protection Areas meet the definition of and criteria for designation as Protection Areas as found in sections two and four of Chapter 772 of the Acts of 1975, as amended:

Areas which are contiguous to and constitute an essential part of the physical environment of any Landmark District. The Seaport Boulevard/Boston Wharf Road Protection Area is contiguous to the northern boundary of the FPCLD. The A Street Protection Area is contiguous to the eastern boundary of the FPCLD. Both Protection Areas are historically related to the District as the former location of rail tracks that serviced the District, in the case of the Seaport Boulevard/Boston Wharf Road Protection Area, and the former location of rail yards and buildings along A Street, in the case of the A Street Protection Area. For their proximity to and historical associations with the District, these Protection Areas constitute essential parts of its physical environment.

Areas that are visually related to the Landmark District but are not necessarily of sufficient historic, social, cultural, architectural or aesthetic significance to warrant designation as such. Though historically related to the FPCLD, the Seaport Boulevard/Boston Wharf Road and A Street Protection Areas are now devoid of any remnants of their historic condition. In their current state, they are not of sufficient significance to merit inclusion in the boundaries of the District. These areas are, however, visually integral to the District, and their redevelopment will impact the overall character of the District.

As areas the dimensions of which do not extend more than 1200 feet from a boundary of the Landmark District. No portion of the Seaport Boulevard/Boston Wharf Road and A Street Protection Areas extends more than 1200 feet from the boundaries of the FPCLD.

4.0 Character-Defining Features

The historic and architectural significance of the Fort Point Channel Landmark District (FPCLD) discussed in Section 3 is conveyed by urban design and architectural features of the District. Together these features define the character of the District and should be carefully considered when alterations to the District are proposed.

4.1 Urban Design Features

Urban Form

The District's distinctive urban form is expressed in the massing of the buildings and in the streets, alleys and sidewalks. As a private business district geared to wholesaling and manufacturing, without commercial or residential uses that would draw the general public, warehouses were constructed to the full capacity of their lots, typically with minimal spatial allowance for streets and sidewalks. The urban form that resulted from this practice was strong street walls of large, closely-spaced buildings throughout the District. Though this created a district-wide visual coherence, variation in street width and layout within the District created zones of unique expression of this form.

With a few notable exceptions discussed below, most streets in the District are generally 40-50 feet wide and laid out in a grid. Alleys, which were integral to the service operation of the District, are prevalent, including north of Congress Street, between Summer and Congress streets, and behind the buildings on Summer Street east of A Street. These passages are typically 25 feet wide. The effect of the solid planes of the high walls of the warehouse buildings relative to the narrowness of these streets is a sense of enclosure, with alleys providing natural light and air. This is especially characteristic of the streets north of Congress Street, from Sleeper Street to Thomson Place, and also on Channel Center Street, Melcher Street, and Necco Court.

Summer and Congress streets at 100 and 75 feet wide, respectively, are the widest streets in the District. The breadth of these streets relative to the narrower streets lends them prominence and formality within the District which is also reflected in their architectural treatment. Though these streets do not share the sense of enclosure felt on narrower streets, the narrow sidewalks and height of the buildings fronting them create very strong, formal street walls.

A distinctive departure from the gridded street pattern of the District is Melcher Street which curves down from the elevated Summer street to grade level at A Street. The unusual layout of the street created unique building forms that respond to its shape: a curvaceous façade at 259 Summer/10 Melcher streets on the north side of Melcher Street, reminiscent of a ship's prow, and a sinuous block of buildings on the south side of Melcher Street.

The strong urban form of the District is interrupted in a few locations by demolition. The northern end of the district, north of Necco Court, has suffered a few losses: two key buildings on Congress Street were lost to fire and a row of two-story sheds on Stillings was razed and the site partly filled with a garage. The fabric also breaks south of Necco Court in the A Street Protection Area, cleared for transportation work. The District's characteristic urban form resumes at Wormwood Street, along Binford and Channel Center streets. Contextually consistent infill construction has restored bits of missing fabric on Farnsworth Street and Thomson Place.

Height and Rooflines

Buildings in the district range from one to nine stories in height, but on most streets they are typically five or six stories high. This is true, for example, on Congress Street where there are only two notable breaks in the even rooflines: at 367-375 Congress, an eight-story warehouse, and the low-rise Congress Street Fire Station. The wool warehouses on the north side of Summer Street between the channel and A Street form a solid, seven-story wall. Buildings on Farnsworth are mostly five and six stories, but at the north end of the street, a nine-story building stands opposite a two-story building. Thomson Place buildings are more varied, with five- and six-story buildings interspersed with two- and three-story structures. This variation in height is not jarring and, in fact, is regular enough to create a rhythm.

The relatively uniform height of the buildings on many blocks combined with the predominantly flat roofs make for a general uniformity in rooflines. A few very low-pitched gable roofs can be found, mainly on several Congress Street buildings. After about 1895, any pitch in the roof was hidden behind projecting cornices or parapets, which squared off the top of the buildings.

Roofline treatment is a highly significant feature of Fort Point Channel buildings. On plain buildings, the roofline may be the one place that the designer included decorative details, such as the corbelling on the early undecorated warehouses. Also seen on these early structures is a very low-pitched gable roof with the gable expressed openly and left undisguised and treated with very little trim or projection.

Industrial Setting

Historically, the FPCLD catered only to business, and was thus an industrial district. It was unadorned, without parks or public spaces (apart from the streets). Being landfill, the FPCLD was particularly devoid of vegetation and lacked topsoil. No street trees or grassy plots took up valuable space or interfered with deliveries which arrived via rail spurs that ran down streets and alleys. Small

parks have recently been introduced as land uses have changed. Stone pavers, still extant in some place, lined the streets and added to the composition of hard surfaces in the district. This manmade setting of brick walls of buildings, stone-paved streets, and railroad tracks is a characteristic feature of the district.

4.2 Architectural Features

Minimal Ornamentation

Typically the main façades in the district have been given at least a minimal amount of ornamental treatment and articulation. Even on the plainest of buildings, the main entrances and rooflines have received decorative attention. In most cases, some reference to style governs the choice of architectural features, patterns of articulation, and ornament. Secondary façades typically are even plainer than main façades, but they are not always without ornament, especially if they face a side street rather than an alley.

Stylistic Unity

Most buildings in the district take their stylistic inspiration from Classical architecture. The majority were built in the 1890s through the 1920s, when the popularity of the Classical Revival style and of stylized 20th century expressions of the Classical style were at their height. While a sampling of all of other styles (and also of “undecorated” or no-style) can be seen on Congress Street – the first street to be developed with brick lofts – even there, Classical styles dominate on the later-developed eastern end. Summer Street, opened in 1898, is completely lined on both sides with Classical Revival and Stylized Classical style buildings. On Congress and Summer streets, the district’s major thoroughfares, density of fabric and uniform massing is combined with unity of style, design, height, scale, and building materials to create distinctive and memorable urban streets.

Due to the prevalence of Classical styles, the way the facades of buildings are treated is unusually consistent. This style has influenced not only the choice of ornament but also horizontal and vertical articulation of facades, choice of type and arrangement of doors and windows, and treatment of rooflines. A characteristic feature of building in Classical styles is tripartite façade organization, in which the main facades are subdivided into three horizontal sections. The Classical style has also encouraged the vertical treatment of a large number of main facades with pilasters alternating with recessed panels.

Treating two buildings as one and designing individual buildings so that they repeat form and stylistic elements of other buildings on the street is another unifying theme in FPCLD. This continuity reflects the District’s unique history of being developed by a single owner with a single company architect designing roughly half of the buildings. Examples of planning for stylistic unity can be seen in the arrangements of Classical Revival style buildings on Summer and Congress

streets. The intentional design of individual buildings to complement adjoining buildings is also seen in several other places in the district. Some examples are 374-384 and 381-389 Congress Street (#37 and #38); 327-333 and 337-347 Summer Street (#56 and #55); 33-39 and 41-45 Farnsworth Street (#19 and #20); 191-205, 207, and 213 A Street (#90, #89 and #88); 28-32 and 34-38 Channel Center Street (#95 and #94).

Projecting Cornices

Projecting cornices are an important feature of the streetscape throughout the district. Contrasting with the prevailing rectangularity, projecting cornices contribute significantly to the ornamental and three-dimensional appearance of the buildings and the streetscape. Many buildings in the district have projecting cornices. Projecting cornices are a key feature of high-style Classical Revival buildings, like those on Summer Street, where every building has one and some are large and highly ornamented. Projecting cornices are also common to Stylized Classical style buildings, such as those seen Farnsworth Street, Thomson Place, Channel Center Street, and at other locations.

Projecting cornices in the district are made of a variety of materials. They may be of pressed copper or sheet metal. They may also be formed simply of brick corbelling, or combinations of brick corbelling and pressed copper or sheet metal. Pressed copper is most often seen in high-style Classical Revival buildings on Summer and Congress streets. The oxidized green patina on those cornices adds color to the individual buildings and to the streetscape as a whole.

Ornamental Parapets

Ornamental parapets are widely used in the district. They are seen on buildings representing a variety of periods, although they were most popular after about 1910. Parapets are vertical extensions of the façade of a building above the roofline to soften the harshness of a flat roof or to conceal a pitched roof. They are typically finished with stone coping and may be accented with decorative stone or tiles. They are very often given textural ornament with decorative brick corbelling. In a few cases coping may be of cast stone, which was used only very late in the period of development of the district in the place of limestone. Parapets are sometimes also trimmed with copper or pressed metal cornice to give them more three-dimensional emphasis. They may be straight or shaped, for example, finished at the skyline with crenellations or in the form of a pediment (usually placed at the center of the parapet wall). Many parapets in the district have crenellated rooflines, a form that was popular in the early 20th century for industrial and utilitarian buildings. In the FPCLD, shaped parapets enliven the rooflines and add variety to the streets, still in keeping with the general simplicity and reserve of the architecture.

Wall Openings and Fittings

Windows, window fittings, and sash; shutters; pedestrian doors, door fittings, and doors; and loading docks and hoistways and their fittings, are important elements of building design that reflect the period of development and original purpose of the district.

Window Openings and Windows

The most common window openings in the district are rectangular or spanned with segmental arches. Window caps are most often formed from brick and sills are most commonly stone. Deep reveals, a feature of the brick buildings that dominate the building stock in the district, lend a sense of mass to individual buildings and articulate their facades.

While many of the arched window openings in the district have no ornamental trim, arches were often given decorative treatment in the form of window caps, hood-moulds, or stone elements. Segmental arched windows with projecting window caps of decorative brickwork can be seen on the 1887 Chase & Co. candy factory (#41) at the corner of Congress and A streets and in the 1895 Factory Buildings Trust Building No. 1, 249-255 A Street. On both of these buildings wide caps frame the tops of the arches and extend downward to frame the upper portions of the sides of the windows, forming what look like drooping ears. An example of a hood-mould can be seen on 312-320 Summer Street (#53) over the windows of the fourth and fifth floors and on the windows at the second and third floors in the bays at the far sides of the façade. (See Fig. 4.) A decorative feature frequently associated with segmental arches in the district is a “stilt” placed just below the springing of the arch. These stilts often are stone in a contrasting color and may be smooth or rough in finish. (Fig. 21.) Both the labeled and stilted treatment of segmental arches is found on many buildings of various architectural styles in the district.



Fig. 21. Stilted arches, formed of a segmental arch with contrasting stilts at the springing line. Photograph of 34-46 Farnsworth Street.

Window sash in the district is made of a variety of materials, including wood with single glazing, hollow metal with single wire-glass glazing, steel with single glazing, and steel with wire-glass. Probably most of the buildings originally had wood sash with single glazing, especially on their main façades. Windows on secondary facades sometimes have more panes than those on main facades, allowing for more light in manufacturing buildings, without the cost of large panes of glass. This variety of window types within a single building is distinctive. Popular muntin/sash configurations, noted where original or early window sash survive in the district, are 1/1, 2/2, 4/4, and 6/6.

Many buildings in the district have been rehabilitated, or are undergoing rehabilitation, and the replacement windows and fittings rarely duplicate the materials of the originals. Original fittings for the large fixed windows on the ground and second levels of the fronts of the most prominent buildings were probably wood. With a few exceptions, the original materials, configurations and proportions have been completely altered, usually replaced with metal fittings and double-glazing. Replacement windows in upper floors typically are metal with double glazing. It appears that these often do repeat the muntin patterns of the originals. Many double-hung sash windows have been replaced with fixed windows that repeat the pattern of double-hung sash. All of these replacement choices have compromised the historic appearance of a large number of buildings in the district. Because the proportions, detailing, and reflectivity (both of the painted wood and of the glazing) of the originals have not been duplicated, subtle elements of historic character have been lost, not only from individual buildings but also from the district as a whole. Where original windows and fittings survive, they are significant.

Shutters and Fire Escapes

Only a few examples of fire-resisting metal shutters survive on buildings in the district. Iron pintels, on which shutters once were hung, can be seen on buildings throughout the area. The existence of such a large number of pintels on buildings in the area is evidence that fire shutters were once ubiquitous in this neighborhood. Surviving shutters and pintels are significant.¹⁰

In contrast to the rare survival of fire shutters, fire escapes are still quite prevalent in the district, and are prominent features on many primary or secondary facades (Fig. 22). The structural patterns that they create on individual buildings and the rhythm of light and shadow that they contribute to larger streetscapes are characteristic features of the district. Where historic fire escapes survive, they are significant.



Fig. 22. Typical fire escape balconies and stairs in Fort Point Channel.

Entry Doorways and Doors

Doorways are rectangular, segmental arches, or Roman arches. The Roman arch is very common, especially for high-style Classical type buildings. The most common ornament for major doorways is trim of brick or stone or a combination of the two. Most door hoods and surrounds project from the façade plane, especially on Classical Revival style buildings and on the more prominent buildings. Because most of the buildings in the district are of solid brick

¹⁰ Boston's building codes required shutters on the windows of tall lofts that faced narrow streets. For example, the 1885 code called for warehouses and factories over 45 feet high to have fireproof shutters and doors on every window or entrance that faced a street or alley that measured 20 feet wide or less.

construction, deep doorway reveals are typical. Deep reveals lend a sense of mass to individual buildings and articulate the facades.

Heavy, single or double-leaf, paneled, wood doors with glazed upper panels were characteristic of both main and secondary entrances. Many original wood doors have been replaced with metal glazed-panel doors with metal jambs and fittings. Where they survive, original doors and door fittings are significant architectural features that lend distinctive historical character to the area. The preservation of original doors is especially important because of their high level of visibility, at locations where they can be seen, touched, and used by those who enter the buildings. (Fig. 23.)



Fig. 23. Detail of original doorway with double-leaf, paneled, wood doors and original window. Photo of 20 Melcher Street.

Loading Docks and Doors

Loading docks are wide openings situated at a height that makes them easily accessible from the bed of a railcar or truck. Many are placed directly on a

building's main façade while others are located on a side street or on a side that faces an alley. A few are located in courtyards or driveways situated within the embrace of the building. A distinctive loading dock arrangement of this kind is located at 319 A Street, where a full bay of the building is cantilevered over a railroad loading zone. The railroad ties, bumpers, and cobbled surface that identify the historic function of the service area remain intact. Most loading docks in the district have granite thresholds and granite jambs. Some have metal thresholds and metal protective jamb strips instead. Since many buildings in the district have been converted to other uses, loading docks have often been converted to windows. Their original use is easily recognizable by their squarish proportions, by their height from the sidewalk, and by the granite trim. In such conversions, however, they have lost their doors. Relatively few loading dock doors are still in place in the district. The loading dock doors that survive may be paneled wood doors or fire-resistant metal sheathed doors. (Fig. 24.) Loading docks that still preserve original or relatively early doors are rare examples of a once character-defining element. The docks and their doors are significant.



Fig. 24. Loading door with original wooden door, 311-319 Summer Street.

Hoistways

Hoistways can be seen on a large number of buildings in the district. Even in buildings equipped with elevators, hoists were used to raise and lower goods. Often narrower than loading dock openings, hoistway openings may be located either on the main façade or on a secondary façade of a building. Like loading docks, they typically have granite thresholds/sills and granite jambs for durability. They are located one above another, one per floor. Many hoistway openings have been converted to windows. Hoistway doors are relatively rare survivors. Hoistways and their doors are significant. Care should be taken to preserve examples of this once exceptionally common feature of the buildings of the district.

Only a few buildings in the district still preserve their small, gabled, hoistway dormers and the hoist mechanisms they protect. Examples of the preservation of these dormers and mechanisms are rare. Although in converted buildings they cannot serve the practical purposes for which they were made, efforts should be made to preserve examples of these features whenever possible. An example of such preservation can be seen on the west façade of the Atlas Stores building, now the Children's Museum (#2).

Building Materials

Consistency of building materials also contributes to the coherent visual character of the district. Brick is the principal building material here. Although wood buildings were historically found in the district, none survive today. Even though almost every building in the area is built of brick, there is great variety in the types and colors of brick used and in the kinds and colors of materials used for trim.

Brick Color

Brick color is an important element of the character of the district. Both red and non-red bricks are used here, in a variety of tones. Red brick is associated with buildings in the undecorated, Italianate, Panel Brick, Romanesque, and Stylized Classical styles. In many cases, pressed red brick is used on main facades and common red brick on secondary facades. Variations on non-red brick in the district include shades of yellow, tan, yellow-orange, and light rust. These different shades of "yellow" brick are used for the main or most visible facades of buildings in the Classical Revival style. Their secondary facades are usually of red brick.

Light-colored brick predominates on Summer Street where all of the buildings are Classical in style. Only two buildings on Summer Street are of red brick. Most of the buildings on Congress Street also have facades of light-colored brick, although red brick is the color of buildings on the west end where the earliest

buildings in the district were built. The predominance of light-colored brick on Summer and Congress streets distinguishes them in character from intersecting streets and from all other streets in the district where red brick is used almost exclusively. For example, there is just a single yellow brick building on A Street, a small Classical Revival style building at 227-229 A Street (#86).

Ornamental Brickwork

The most common decorative element in the area is ornamental brickwork. There is hardly a building where some form of ornamental brickwork cannot be found, and in a large number of buildings, decorative brickwork is profuse. It is nearly universally found here in the form of corbelling at eaves or in parapets. Brick is also used extensively to create other architectural trim – heads for windows and doors and features such as string courses. A large number of buildings in the area have their brick facades articulated as pilasters with recessed panels. The pilaster/panel motif is seen on a large number of buildings in the area.

Specialty Brick

The use of specialty brick is widely seen on Classical Revival style buildings on Summer and Congress streets. Although more expensive than regular brick, it was a high-quality but less expensive alternative to stone. Specialty brick is non-standard brick made in unusual colors, sizes, glazing, and forms. It adds subtlety of color, texture, and three-dimensional ornament to a building and was adopted for some of the finer, more style conscious buildings in the area. For example, light-colored “Roman” brick – longer and narrower than standard brick – can be seen in several buildings, reproducing the effect of ancient Roman construction. Other specialty bricks include bricks in unusual colors or specially molded forms. Some are speckled with a variety of colors, rather than being of a single uniform color. Some take the form of Classical ornamental motifs, such as egg and dart, leaf and dart, and bead and reel. Specially molded bricks with a rounded bead are used at several locations in the district for decorative building corners.

Trim

Building trim in the district is most typically of natural stone: granite, brownstone, or limestone. Brownstone is associated with buildings in the Romanesque style, limestone with Classical styles. Granite appears on buildings of all periods and styles. It was chosen for its strength and durability. Cast stone is used on a very few later buildings as a limestone substitute.

Cast iron is another material widely used here as trim. Cast iron posts, lintels, and fittings are used at the ground floor level of several buildings in the area. In one building, cast iron is used to create an early example of a skeleton wall (front and rear of 332-336 Congress Street, #13). In many cases cast iron panels in the form of a frieze/cornice divide the ground floor from upper floors. Some iron panels

used as friezes, seen especially on several buildings on Summer Street, are ornamented with patterns of rivet heads at intervals along their length. Even more common is the choice of cast iron panels, imitating decorative wood panels and sometimes trimmed with Classical egg and dart motifs. They are used as decorative window and door lintels. Sometimes they are limited to a few locations on a building. At other times they are much more extensively used on a single building for window lintels (e.g., Stillings Building, 364-372 Congress Street, #28). Where such panels have broken off, structural steel I-beams are revealed.

On Congress and Summer streets, granite, limestone, and cast iron are predominant for trim. On secondary streets, where the buildings are mostly of red brick, trim of brick, granite, limestone and cast iron are most often seen. In the newer sections of the district, including the south end of A Street and Channel Center Street, cast stone is sometimes used in place of limestone.

Stone and cast stone are used for window sills and caps, door sills and caps, string courses, eave and parapet decoration, and parapet copings. Granite is the first choice for foundations and for trim in locations that take a lot of hard wear, such as the thresholds and edges of doorways, loading docks, and hoistways. Even for buildings where trim on upper floors is of some other material, granite may be the choice for ground floor trim.

5.0 Economic Status

The economic status of properties in the Fort Point Channel Landmark District (FPCLD) is difficult to pinpoint as properties are continually changing ownership and being proposed for redevelopment for varying uses. City of Boston Assessors records from 2007 were used to analyze the economic status of properties in the FPCLD for this report. According to those records, assessed values of buildings and land in the Fort Point Channel Landmark District in 2007 amounted to approximately \$555 million for buildings and \$122 million for land, totaling approximately \$677 million.

Assessing records indicate several classifications of property types within the FPCLD. These include commercial buildings, commercial land, commercial condominiums, industrial properties, residential condominiums, and combined residential and commercial buildings. The economic status of these property types is discussed individually below.

Commercial Buildings

2007 assessments on the total value of buildings in the FPCLD classified as commercial range from approximately \$272,500 to approximately \$24,217,500, with the median assessed value amounting to approximately \$7,131,266.

Commercial Land

2007 assessments on properties in the FPCLD classified as commercial land range from approximately \$60,200 to approximately \$1,532,000, with the median assessed value amounting to approximately \$738,500.

Commercial Condominiums

2007 assessments on the total value of properties in the FPCLD classified as commercial condominiums range from approximately \$95,500 to approximately \$2,043,000, with the median assessed value amounting to approximately \$283,000.

Industrial Properties

2007 assessments on the total value of properties in the FPCLD classified as industrial range from approximately \$2,027,000 to approximately \$14,588,000, with the median assessed value amounting to approximately \$4,567,100.

Residential Condominiums

2007 assessments on residential condominiums range from approximately \$155,900 to approximately \$2,099,200 with the median assessed value amounting to approximately \$483,750. (The residential units at 300 Summer Street and 249 A Street are part of a co-op and not separately assessed).

Residential/Commercial Buildings

2007 assessments on the total value of properties in the FPCLD classified as combined residential and commercial buildings ranged from approximately \$502,500 to approximately 14,035,500, with the median assessed value amounting to approximately \$6,196, 250.

Exempt

There are two parcels in the FPCLD listed as exempt. 344 Congress Street, the Boston Fire Museum is exempt; its building value is assessed at \$626,000, land value at \$219,000 for a total property value of \$845,000. The Children's Museum is divided into two parcels for assessment, and one of these is listed as exempt. Its building value is assessed at \$14,735,300, land value at \$4,492,700 for a total property value of \$19,228,000. The second parcel listed for the Children's Museum is classified as commercial.

6.0 Planning Context

6.1 Background

The Fort Point Channel Landmark District (FPCLD) is included within a number of planning initiatives completed over the last decade. Planning initiatives which most directly impact the District are summarized below.

The Seaport Public Realm Plan (1999)

In 1999, the BRA issued a public realm plan for the South Boston Waterfront called “*The Seaport Public Realm Plan*” (*Public Realm Plan*). This plan established a set of planning principles that became the waterfront’s planning framework and set the basis for the South Boston Municipal Harbor Plan and the South Boston Municipal Harbor Plan Amendment.

The Public Realm Plan emphasizes three major strategies. As part of the first strategy, the waterfront can be defined into three subareas. Each relates to a body of water and with its own unique character. These subareas include the Fort Point Channel District, the Piers District and the Reserved Channel District. The plan addresses the unique opportunities specifically associated with Fort Point Channel and its importance as a great public space between the Downtown and the South Boston Waterfront. The plan envisions the Fort Point Channel as an intimately scaled, narrow channel similar to a riverfront in the heart of an historic European-style city with active edges, small boats, and abundance of water activities, with multiple bridge crossings. The land area along the eastern edge of Fort Point Channel and extending to the harbor is envisioned as hosting the most diverse mix of uses in the entire planning area, with public, civic, residential, retail, hotel, commercial, industrial, manufacturing, warehouse, research and development, and office uses.

The second strategy is to strengthen street connections that link new and existing developments to the water. The two connecting orientations include the east-west connection to downtown and the north south connections to the South Boston community and the Harbor. These connections will be strengthened both through new streets and improvements to existing streets, open space and pedestrian links.

The third element is ensuring mixed-use neighborhoods with strong residential components throughout the waterfront area. The plan’s recommendation is not to create another downtown district dominated by office and other commercial uses that go dark after 6 o’clock in the afternoon and on the weekends. Rather, the plan advocates an appropriate mix of retail, office, hotel, residential, open spa and community facilities which will bring life to the waterfront and create an active and rich 24-hour district.

The Public Realm Plan provides the following specific guidelines and recommendations for the Fort Point Channel area:

- Encourage residential, cultural, civic, retail, restaurant, recreation and entertainment uses closer to the waterfront.
- Protect and enhance industrial, manufacturing, warehouse, research and development and office uses in South Boston, and preserve the economic viability of water-dependent users reliant upon the Harbor and the Channel.
- Support development of affordable housing throughout the South Boston neighborhood including artist live-work space in the Fort Point Historic District.
- Provide well-paying jobs at a variety of skill levels that are part of a diverse economy including in the port and industrial sectors.
- Design a compact walkable environment with small-scaled streets, blocks and neighborhood parks with local connections to the waterfront.
- Appropriately integrate the new convention center into surrounding areas.
- Connect the Seaport to the proposed Urban Ring Transit System.

The South Boston Waterfront Municipal Harbor Plan (2000)

In order to implement the *Public Realm Plan*, the BRA decided to prepare a Municipal Harbor Plan for the South Boston Waterfront to achieve a public realm more in keeping with Boston's urban character and mixed-use economy than would have resulted under the strict application of the State's Waterways Regulations. The *South Boston MHP* was submitted to the State's Executive Office of Environmental Affairs in July 2000.

A series of substitute use and dimensional requirements was presented with corresponding offset provisions that, when implemented, will create an inviting and active public waterfront environment. The principles upon which the City, working in concert with the Municipal Harbor Plan Advisory Committee, residents, landowners, and the State, based their work in the development of the *South Boston MHP* were intended to:

- Enhance open space access
- Avoid privatization of the shoreline
- Minimize adverse effects of wind and shadow
- Identify substitutions and quantifiable offsets to ensure enforceability
- Promote offsets that are valued by the public consistent with the opinions expressed in public comments
- Ensure that developments are carried out in a manner that protects public rights in both filled and flowed tidelands

The Fort Point Channel water body itself was addressed in the *South Boston Municipal Harbor Plan* and a set of planning objectives was created to relate the channel to the five main goals of the *Public Realm Plan*. These planning objectives are listed below:

- Promote access to Boston Harbor as a shared natural resource

- Preserve and enhance the industrial port
- Plan the district as a vital, mixed-use area
- Develop the district as an integral part of Boston's economy
- Enhance the South Boston community

In spite of the BRA's effort to incorporate all the stakeholders' concerns in developing the *South Boston MHP*, not all the planning issues in the Fort Point District South were fully addressed. The Gillette Company in particular was concerned about the potential impacts of adjacent residential and other non-industrial development on the ability of the South Boston Manufacturing Center (SBMC), which generates a significant amount of truck and employee traffic, to remain at its current location. Additional concerns included the ability of the SBMC to receive raw materials, manufacture and package finished products and to move those finished products to market.

The Secretary ultimately approved the *South Boston MHP* in December 2000, but only on the condition that the Fort Point District South and the Fort Point Industrial District be further master planned by the BRA to include detailed measures to protect industrial truck routes, and the definition of buffer zones to prevent conflicts among land uses. The master plan should also fully incorporate the needs of The Gillette Company, one of the largest water-dependent users in South Boston. This commitment by the BRA initiated the planning process of the *100 Acres Master Plan*, and the corresponding basis for an *MHP Amendment*.

The Fort Point Channel Watersheet Activation Plan (2002)

During the development of the *South Boston Waterfront District Municipal Harbor Plan* a group of interested individuals began to focus on the Fort Point Channel, ultimately recommending that a more detailed planning effort be undertaken for this important city resource. Out of these discussions came the proposal to develop the *Fort Point Channel Watersheet Activation Plan (Watersheet Activation Plan)*. This planning effort represents the cooperative and collaborative efforts of the BRA, Fort Point Channel Abutters Group, and the Fort Point Channel Working Group.

The *Watersheet Activation Plan* contemplates a number of public amenities designed to activate the Fort Point Channel. The construction of public access along the channel's edges, now largely in place due to the public-private partnerships between the Central Artery Project and various landowners such as The Gillette Company, is an example of such amenities. The Gillette Company has made nearly 2,200 linear feet of upland available for permanent and interim Harborwalk construction, along with associated open space, and the company has also agreed to absorb the significant annual cost of maintaining the Harborwalk in accordance with a detailed maintenance plan.

The plan further contemplates certain public uses in the so-called “Seawall Basin” south of Summer Street, including rowing, canoeing, racing, water taxiing, youth programs, water festivals, lantern festivals, paddle boats, kayaks, floating islands, floating art, floating horticultural displays, an art barge, model boat racing, light festivals and displays, a floating park, fountains, pedestrian bridge, small boat program, an interpretive water trail and tidal art.

These public uses will benefit from a number of improvements such as lighting of existing bridges, a floating pavilion, a public boating facility, a landside support facility, an art barge, and fountains, as well as a pedestrian bridge designed to link the 100 Acres area more closely to the existing and future transit facilities (subways, trains, buses) in the vicinity of South Station.

Some initial public amenities that have been completed include the Harborwalk and Binford Street Park, and several benefits secured through the amnesty Chapter 91 Licenses for the Gillette (i.e., a proposed floating dock) and the former Boston Wharf companies.

The 100 Acres Master Plan (2006)

In September, 2006, the BRA published the 100 Acres Master Plan, which provides the framework for transforming 35 acres of surface parking lots around the Proctor & Gamble/Gillette (“P&G/Gillette”) plant, the USPS facility, and Fort Point historic structures to a vibrant 24-hour, mixed-use neighborhood anchored by over 11 acres of new public open space and almost 5.9 million square feet of development. The Master Plan is the culmination of over five years of collaboration between residents, property owners, City and State agencies, and other interested parties.

Key elements of the plan include:

- Defining a land use plan for the district;
- Recommending appropriate building heights and density;
- Preserving industrial uses while encouraging an increased mix of uses, and providing buffers around industrial uses to prevent conflicts with nearby commercial and residential uses;
- Ensuring that at least one-third of development is housing, including an expansion of artist housing, and aggregating residential elements around open spaces;
- Extending Harborwalk along the entire length of Fort Point Channel;
- Providing an open space connection from the South Boston Bypass Road/Haul Road to the Fort Point Channel;
- Identifying the P&G/Gillette Plant as a critical water-dependent use on the Fort Point Channel; and
- Establishing limits on the future build-out of the 100 Acres area, and implementing phasing of this development based on available and projected transit infrastructure capacity.

The Plan provides the framework for growth in the 100 Acres for the next 20 years. When complete, the area will contribute significantly to Boston's urban fabric, housing stock, and overall economy.

This plan also incorporates a range of significant infrastructure improvements, which include:

- Improved connections between the highway systems to the local street network;
- Providing improvements to A Street;
- Providing direct truck access from A Street to the South Boston Bypass Road/Haul Road;
- Establishing individual development parcels and the local street network; and
- Identifying the private land parcels needed to upgrade the transportation infrastructure.

A key component of the Master Plan is an agreement between the major private land owners and the City on its implementation. All of the above infrastructure and public realm improvements will be phased and executed as part of the planned new private development. It is estimated that the value of the private land being contributed to new roadways and parks is \$191 million dollars, and the cost of this construction is approximately \$100 million dollars.

6.2 Current Planning Issues

Crossroads Initiative

The Crossroads Initiative, launched in 2004, aims to reconnect neighborhoods to the Harbor and to each other with the Rose Fitzgerald Kennedy Greenway as the centerpiece. Twelve streets were identified as, "Great Streets," or vital connections between the residential and business districts that were once separated by the Central Artery. These streets will receive design attention to improve them as pedestrian environments, enhance elements for wayfinding, increase activity along sidewalks, improve traffic flow, and create new opportunities for art and performance. The implementation of the initiative is estimated to take place over a period of 7-10 years. Congress and Summer Streets are among the twelve streets slated for improvements as part of this initiative, and planning is currently under way. Widening of sidewalks, planting of street trees, and lighting are among the improvements which will impact the District.

6.3 Future Planning Issues

The area of the FPCLD north of Summer Street is currently included in the Fort Point Waterfront Subdistrict within the South Boston Waterfront Interim Planning Overlay District (IPOD). The IPOD is a temporary planning designation which will be supplanted by permanent zoning following additional planning efforts. After the work of the Fort Point Channel Study Committee is completed, this area

will receive the planning attention that the area south of Summer Street received which resulted in the 100 Acres Master Plan.

6.4 Current Zoning Summary

The FPCLD is currently subject to several zoning regulations:

The area of the FPCLD which lies north of Summer Street is subject to Article 27P, the South Boston Waterfront Interim Planning Overlay District (IPOD). The District lies within the Fort Point Waterfront Subdistrict of the IPOD. The IPOD is a temporary planning designation which will be supplanted by permanent zoning following additional planning efforts. The Article states, “Planning and rezoning shall promote the preservation of the scale and character of this subdistrict.” The interim height permitted in the area of the FPCLD north of Summer Street is 75 feet with a Floor Area Ratio (FAR) of 5. Permission to exceed this height and FAR may be granted by the Board of Appeal only if (1) the proposed height and FAR are in substantial accord with the height and FAR of the existing building and (2) the BRA finds, through Large Project Review, that the additional height and FAR will result in a design that is architecturally compatible with the existing building and surrounding subdistrict, and that the Proposed Project is consistent with the Planning goals of the Article. The height of a Proposed Project shall not exceed the height of the existing building by more than one story, which shall not exceed 18 feet in height.

The majority of the area of the FPCLD which lies south of Summer Street, within the 100 Acres, is subject to the regulations of two Planned Development Areas (PDAs): PDA 53 and PDA 69 (some individual properties within this area are not included in the PDAs.) PDA 53 governs the area of the District south of Binford Street along A and Channel Center streets. Within the FPCLD, the plan calls for rehabilitation of at least 13 buildings, permits demolition of 3 buildings (formerly 16-22 Midway St, 46-48 Midway Street, and 50-52 Midway Street), and allows for construction of two infill buildings. For existing buildings, heights are limited to 80 feet, with no allowance for additional floors, not including mechanical equipment. Allowable FARs for these buildings range from 1.93-4.97. The two sites identified for infill construction on the sites of the demolished buildings are limited to 125 feet in height and FAR of 6.68 and 7.76.

In January 2007, the Zoning Commission approved the BRA’s Master Plan for Planned Development Area (“PDA”) 69, South Boston/100 Acres, which codifies the framework provided in the Fort Point District/100 Acres Master Plan, the culmination of over five years of collaboration between residents, property owners, City and State agencies, and other interested parties, for transforming the surface parking lots around and among the Proctor&Gamble/Gillette plant, the USPS facility, and Fort Point historic warehouse structures to a vibrant 24-hour, mixed-use neighborhood. The PDA Master Plan also codifies the relationship between development rights and consequent public obligations associated with

privately-owned development parcels within the 100 Acres PDA Master Plan Area (as defined below).

The PDA Master Plan sets forth the development concept for the area, including the planning objectives and character of the development, the proposed uses of the area, and the range of dimensional requirements contemplated for each of the proposed uses.

Key elements of this PDA Master Plan include:

- Defining the street layout, open space system, and overall land-use plan for the district;
- Recommending appropriate building heights and density;
- Ensuring that at least one-third of new development consists of housing, including an expansion of artist housing;
- Providing an open space connection from the Boston Convention and Exhibition Center to the Fort Point Channel, and creating a variety of other neighborhood parks, plazas and recreational fields;
- Providing buffers around industrial uses to prevent conflicts with nearby commercial and residential uses;
- Establishing limits on the future build-out of the 100 Acres area, and implementing phasing of this development based on available and projected transit infrastructure capacity.

The Fort Point District/100 Acres Master Plan anticipates that the 100 Acres PDA Master Plan Area may ultimately accommodate up to 5.9 million square feet of gross floor area of new development. This PDA Master Plan authorizes the initial build out of approximately two-thirds of that amount, or approximately 4.1 million square feet of gross floor area. The residual 1.8 million square feet of potential development may take place if to the extent it is demonstrated that:

- (a) Actual density achieved as construction proceeds on the surrounding land within the South Boston Seaport District is less than the density assumed in the transportation analysis underlying the Fort Point District 100 Acres Master Plan,
- (b) Significant improvements capable of supporting additional development are made to the transportation infrastructure within the 100 Acres, the South Boston Seaport District, or both, or
- (c) Analysis conducted subsequent to the enactment of this PDA Master Plan establishes that the existing transportation infrastructure serving these areas can support buildout in addition to the initial 1.4 million square feet of gross floor area authorized by this PDA Master Plan.

In order to ensure an appropriate balance of uses, a minimum of one-third of the gross floor area of the new buildout must be devoted to residential and artist live/work uses. Other uses, which cannot constitute more than two-thirds of the buildout, may be a combination of industrial, manufacturing, research and development, office, commercial, retail, open space and recreational, tourism-

related, and art and cultural uses, as well as supporting uses such as accessory and non-accessory parking.

The PDA Master Plan requires approximately 6.9 acres of new and expanded open spaces and recreational fields as well as approximately 9.8 acres of new streets and sidewalks. Area transportation upgrades will involve the reconfiguration and extension of existing public rights-of-way and the creation of new rights-of-way within the area, to be constructed primarily on land owned by the Proponents.

The PDA Master Plan calls for building heights ranging from 100 feet to 180 feet and identifies three “Special Sites,” where Proposed Projects are eligible for additional building height beyond 180 feet if such proposals provide exceptional public benefits in addition to those required by this BDA Master Plan. These benefits at a minimum must include significant contributions toward one or more of the following objectives:

- Increasing the city’s housing supply;
- Expanding the city’s economic base;
- Enhancing the environment;
- Strengthening transportation infrastructure; or
- Otherwise substantially exceeding project mitigation requirements.

The buildout of the PDA Master Plan Area is expected to occur in multiple phases over approximately twenty years. Portions of the area will not become available for new development until existing activities on those areas are relocated. Market factors will also impact the rate of development, and a proponent’s ability to construct a given Proposed Project within the PDA Master Plan Area will depend upon multiple factors, including the Proposed Project’s financial feasibility. Individual agreements between property owners referencing their contributions to the public realm and other city expectations are further clarified in a series of Memoranda of Agreement, which are public documents and should be referenced.

7.0 Alternative Designation Approaches

The Fort Point Channel Study Area has been proposed for Boston Landmarks Commission designation as a Landmark District (see Section 3.4 Relationship to Criteria for Landmark Designation). This designation would provide for the review of most exterior alterations or repairs as well as demolition, new construction, and changes to open space. Adjacent areas to the north and east of the District have been proposed for Boston Landmarks Commission Designation as Protection Areas (see Section 3.5 Relationship to Criteria for Protection Area Designation). This designation would provide for the review of demolition, land coverage, height of structures, landscape, and topography.

Alternative designation categories under BLC legislation are Architectural Conservation District and Protection Area. The former may provide less stringent guidelines for districts of local significance. A Protection Area provides only limited design review, and is designed to protect areas that are adjacent to and constitute an essential part of the physical environment of Landmarks, Landmark Districts, and/or Architectural Conservation Districts.

The Fort Point Channel Study Area is already listed on the National Register of Historic Places. Listing on the National Register provides an honorary designation and limited protection from federal, federally-funded or federally-assisted activities. It creates incentives for preservation, notably the federal investment tax credits and grants through the Massachusetts Preservation Projects Fund (MPPF) from the Massachusetts Historical Commission. National Register listing provides listing on the State Register affording parallel protection for projects with state involvement and also the availability of state tax credits. National Register listing does not provide any design review for changes undertaken by private owners at their own expense.

The Commission has the option of changing the boundaries for designation.

The Commission has the option of not designating.

8.0 Recommendations

The Fort Point Channel Study Committee makes the following recommendations:

1. That the FPCLD be designated by the Boston Landmarks Commission as a Landmark District and the area to the north identified as the Seaport Boulevard/Boston Wharf Road Protection Area and the area to the east identified as the A Street Protection Area be designated as Protection Areas under Chapter 772 of the Acts of 1975, as amended (see Sections 3.4 and 3.5 Relationship to Criteria for Landmark and Protection Area designation);
2. That the boundaries of the District and Protection Areas illustrated in Section 1 be adopted without modification;
3. That the attached Standards and Criteria recommended by the Study Committee for the District and Protection Areas be accepted;
4. That the Boston Landmarks Commission establish a Fort Point Channel Landmark District Commission in accordance with Chapter 772 of the Acts of 1975, as amended, which stipulates that there be five District Commission members: two members and two alternates from the District and three members from the Boston Landmarks Commission. In accordance with Chapter 772, the Mayor shall appoint all members and alternates from the nominees submitted to him. Such appointments must be confirmed by the City Council. The Study Committee further recommends the following provisions for the selection of members and alternates from the District:
 - a. All members and alternates from the district shall have established primary residence or property ownership of no less than two years within the District.
 - b. At least one member and one alternate shall have established primary residency in the District. Of those positions, the full member shall be a resident owner/occupant. The alternate may be a renter-resident.
 - c. The other member and alternate shall be commercial property owners in the District. They are not required to be residents of the District.
 - d. All members and alternates from the District shall serve staggered three-year terms, as provided below:
 - i. For the initial appointment of members and alternates from the District, the Fort Point Channel Study Committee shall, by majority vote, nominate one member and one alternate

- to serve a term of two years, and shall nominate one member and one alternate to serve a term of 3 years.
- ii. Nominations for subsequent members and alternates from the District shall be solicited by the Boston Landmarks Commission from the resident, business, civic, neighborhood, block or tenants organizations that have been established within the neighborhood. In the event that such nominations are not forthcoming within sixty days of written solicitation by the Boston Landmarks Commission, the Boston Landmarks Commission shall make the nominations.
 - iii. The same procedures as described above shall be followed for the replacement of a member or alternate who is unable to complete his/her term or who no longer meets the definition of member or alternate as described in (a), (b), and (c).
 - iv. Prior to the appointment of members and alternates to the Fort Point Channel Landmark District Commission, the Boston Landmarks Commission may assume the powers and responsibilities of the District Commission.

As part of the by-laws and Regulations to be adopted by the District Commission, a policy be developed to recognize cases of economic hardship and allow either for the waiver of the standards and criteria or the obtaining of appropriate financial or other assistance to relieve such hardship.

9.0 General Standards and Criteria (Design Guidelines)

9.1 Introduction

Per sections, 4, 5, 6, 7 and 8 of the enabling statute (Chapter 772 of the Acts of 1975 of the Commonwealth of Massachusetts, as amended) Standards and Criteria must be adopted for each Landmark District Designation which shall be applied by the Commission and its staff in evaluating proposed changes to the Landmark District. The Standards and Criteria established thus note those features which must be conserved and/or enhanced to maintain the viability of the Landmark District Designation. Before a Certificate of Design Approval or Certificate of Exemption can be issued for such changes, the proposed changes must be reviewed by the Commission or Commission staff with regard to their conformance to the purpose of the statute and their compliance with the Standards and Criteria. Applications for Design Approval and Exemption are available at http://www.cityofboston.gov/environment/pdfs/appropriateness_cert.pdf and in the offices of the City of Boston Environment Department, Room 805, Boston City Hall. Hearings are held once a month and complete applications must be received two weeks prior to the scheduled hearing date in order to be placed on the agenda. Early consultation with Commission staff often results in a speedier review process. A Certificate of Design Approval shall be considered valid for two years following issuance of the notice of decision.

The intent of the Standards and Criteria is to help local officials, designers and individual property owners to identify the characteristics that have led to designation, and thus to identify the limitation to the changes that can be made to them. In general, the Standards and Criteria recommend preserving existing features that contribute to the character of the Landmark District; in some cases they have been structured to encourage the removal of additions that do not contribute to the character of the Landmark District.

In these guidelines the verb **Should** indicates a preferred course of action that will guide the decision of the Commission; the verb **Shall** indicates those actions which are specifically required to preserve and protect significant architectural elements and features. The verb **Shall** is used in reference to the applicant; the verb **Will** is used in reference to the Commission.

It should be emphasized that conformance to the Standards and Criteria alone does not necessarily ensure approval, nor are the Standards and Criteria absolute. The Commission has the authority to allow variation from any of the Standards and Criteria on a case-by-case basis. However, any request to vary from the Standards and Criteria must demonstrate the reason for, and advantages gained by, such variation. The Commission's Certificate of Design Approval is only granted after careful review of each application and public hearing, in accordance with the statute. Any variation from the Standards and Criteria shall not be considered a precedent.

As intended by the statute, a wide variety of buildings and features are included within the Landmark District, and an equally wide range exists in the latitude allowed for change. In some cases only minor modifications to properties in the District is recommended, while in other cases the Commission may encourage changes and additions with a contemporary approach, consistent with the properties' existing features and changed uses.

It is recognized that changes to the Landmark District may be required for a wide variety of reasons, not all of which are under the complete control of the Commission or the owners. Primary examples are conformance with the Building and Zoning codes, as well as safety requirements. Adherence to the City of Boston and Massachusetts codes is required in addition to adherence to the Standards and Criteria of the Landmark District.

The response to these requirements may, in some cases, present conflicts with the Standards and Criteria for the Landmark District. The Commission's evaluation of an application will be based upon the degree to which such changes are in harmony with the character of the Landmark District. The statement of intent at the beginning of each section of the Standards and Criteria should serve as an aid in identifying character-defining design features and the most sympathetic approach to proposed alterations. The treatments outlined below are listed in hierarchical order from least amount of intervention to the greatest amount of intervention. The owner, manager or developer should follow them in order to ensure a successful project that is sensitive to the Landmark District.

- ◆ **Identify, Retain, and Preserve** the form and detailing of the materials and features that define the historic character of the structure or site. These are basic treatments that should prevent actions that may cause the diminution or loss of the structure's or site's historic character. It is important to remember that loss of character can be caused by the cumulative effect of insensitive actions whether large or small.
- ◆ **Protect and Maintain** the materials and features that have been identified as important and must be retained during the rehabilitation work. Protection usually involves the least amount of intervention and is done before other work.
- ◆ **Repair** the character defining features and materials when it is necessary. Repairing begins with the least amount of intervention as possible. Patching, piecing-in, splicing, consolidating or otherwise reinforcing according to recognized preservation methods are the techniques that should be followed. Repairing may also include limited replacement in kind of extremely deteriorated or missing parts of features. Replacements should be based on surviving prototypes.
- ◆ **Replacement** of entire character defining features or materials follows repair when the deterioration prevents repair. The essential form and detailing should still be evident so that the physical evidence can be used to re-establish

the feature. The preferred option is replacement of the entire feature in kind using the same material. Because this approach may not always be technically or economically feasible the commission will consider the use of compatible substitute material. The commission does not recommend removal and replacement of a feature that could be repaired.

- ◆ **Missing Historic Features** should be replaced with new features that are based on adequate historical, pictorial and physical documentation. The commission may consider a replacement feature that is compatible with the remaining character defining features. The new design should match the scale, size, and material of the historic feature. See Appendix A for guidance in researching historic conditions of the Landmark District.
- ◆ **Alterations or Additions** that may be needed to assure the continued use of the historic structure or site should not radically change, obscure or destroy character defining spaces, materials, features or finishes. The commission encourages new uses that are compatible with the historic structure or site and that do not require major alterations or additions.

The Standards and Criteria have been divided into four levels:

- ◆ **Section 9.0** – General Standards and Criteria are common to all Landmark District designations
- ◆ **Section 10.0** – Specific Standards and Criteria are specific to the Fort Point Channel Landmark District and apply to each particular property within the boundaries of the Landmark District. In every case the Specific Standards and Criteria shall take precedence over Section 9.3 of the General Standards and Criteria if there is a conflict.
- ◆ **Section 11.0**, Standards and Criteria for the Seaport Blvd/Boston Wharf Road Protection Area are specific to properties which fall within the boundaries of the Protection Area. Neither the General Standards and Criteria nor the Specific Standards and Criteria for the Fort Point Channel Landmark District apply.
- ◆ **Section 12.0**, Standards and Criteria for the A Street Protection Area are specific to properties which fall within the boundaries of the Protection Area. Neither the General Standards and Criteria nor the Specific Standards and Criteria for the Fort Point Channel Landmark District apply.

9.2 Levels of Review

The Commission has no desire to interfere with normal maintenance procedures. In order to provide some guidance for the property owner, manager or developer and the Commission, the activities which might be construed as causing an alteration to the physical character of the exterior have been categorized into:

A. Activities which are not subject to review by the Commission and do not require an application:

1. Activities associated with routine maintenance or which do not result in any permanent alterations or attached fixtures, including such items as: in-kind replacement of broken glass, window washing, pruning of vegetation, and holiday decorations.
2. Alterations which are not visible from any existing or proposed street or way that is open to public travel.

B. Activities which may be determined by Commission staff to be eligible for a Certificate of Exemption, after submittal of an application:

1. Maintenance, repair, and in-kind replacement involving no change in design, material, color and outward appearance, including such items as cleaning of masonry.
2. Work which is required to remove or rectify a condition dangerous to the public safety.

C. Activities requiring Commission review and a Certificate of Design Approval:

Any reconstruction, restoration, replacement, alteration or demolition (This includes but is not limited to surface treatments, fixtures and ornaments) such as: New construction of any type; removal of existing features or elements; any alteration involving change in design, material color, location or outward appearance; planting or removal of trees or shrubs, changes in landforms.

D. Activities not explicitly listed above:

In the case of any activity not explicitly covered in these Standards and Criteria, the Commission staff shall determine whether an application is required and if so, whether it shall be an application for a Certificate of Design Approval or Certificate of Exemption.

E. Concurrent Jurisdiction

In some cases, issues which fall under the jurisdiction of the Landmark District Commission may also fall under the jurisdiction of other city, state

and federal boards and commissions such as the Boston Redevelopment Authority, the Massachusetts Historical Commission and others. All efforts will be made to expedite the review process. Whenever possible and appropriate, joint meetings will be arranged.

9.3 General Standards and Criteria Common to all Landmark Districts

1. The design approach to the property should begin with the premise that the features of historical and architectural significance described within the Study Report shall be preserved. In general, this will minimize alterations that will be allowed.
2. Changes and additions to the property and its environment which have taken place in the course of time are evidence of the history of the property and the neighborhood. These changes to the property may have developed significance in their own right, and this significance should be recognized and respected.
3. Deteriorated materials and/or features, whenever possible, should be repaired rather than replaced or removed.
4. When replacement of features that define the historic character of the property is necessary, it should be based on physical or documentary evidence of original or later contributing features.
5. New materials should, whenever possible, match the material being replaced in physical properties and should be compatible with the size, scale, color, material and character of the property and its environment.
6. New additions or alterations should not disrupt the essential form and integrity of the property and should be compatible with the size, scale, color, material and character of the property and its environment.
7. New additions or related new construction should be differentiated from the existing thus, they should not necessarily be imitative of an earlier style or period.
8. New additions or alterations should be done in such a way that if they were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.
9. Surface cleaning shall use **the mildest method possible. Sandblasting, wire brushing, or other similar abrasive cleaning methods shall not be permitted.**
10. Should any major restoration or construction activity be considered for the property, the Commission recommends that the proponents prepare an historic building conservation study and/or consult a materials conservator early in the planning process.

11. Significant archeological resources affected by a project shall be protected and preserved.

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10.0 Specific Standards and Criteria for the Fort Point Channel Landmark District (Design Guidelines)

10.1 Introduction

1. The Fort Point Channel Landmark District (FPCLD) is Boston's largest, most cohesive, and most significant collection of late nineteenth and early twentieth century loft buildings. The purpose of the Landmark District designation is to enrich and enhance the unique industrial heritage of the Fort Point Channel Landmark District as expressed by the features that are described in Section 4.0 of the Study Report. These features include but are not limited to urban design features, architectural form, architectural details, structures, street pattern and streetscapes. In order to achieve this, the following specific standards and criteria have been adopted for the FPCLD to:
 - a. Preserve buildings and groups of buildings that create a strong sense of character and architectural cohesiveness in the district;
 - b. Support the adaptive reuse and rehabilitation of historic buildings;
 - c. Protect and enhance the unique character of public view corridors, parks, open space and streetscapes;
 - d. Encourage new construction and in-fill development that respects the scale, character and architectural and visual integrity of existing and potentially historic buildings; and
 - e. Allow for contemporary interpretations of the urban industrial heritage of the District.
2. In these Standards and Criteria, the verb **Should** indicates a preferred course of action that will guide the decision of the Commission; the verb **Shall** indicates those actions which are specifically required to preserve and protect significant architectural elements and features. The verb **Shall** is used in reference to the applicant; the verb **Will** is used in reference to the Commission.
3. Conformance to these Standards and Criteria alone does not necessarily ensure approval, nor are these standards absolute. The Commission has the authority to allow variation from any of the Standards and Criteria on a case-by-case basis. However, any request to vary from the Standards and Criteria must demonstrate the reason for, and advantages gained by, such variation. The Commission's Certificate of Design Approval is only granted after careful review of each application and public hearing(s), in accordance with Chapter 772 of the Acts of 1975, as amended. Any variation from the Standards and Criteria shall not be considered a precedent.
4. These Standards and Criteria apply to all exterior building alterations and alterations to the public realm within the Landmark District that are visible from any existing or proposed street or way that is open to public travel.

5. These Standards and Criteria apply to all exterior alterations to the Landmark District, whether permanent or temporary. In the case of proposed temporary additions, the proposed duration of the addition must be clearly described in an application. The Commission may require a shorter duration of a temporary addition than requested. A Certificate of Design Approval will be strictly limited to the approved duration. An extension of the approved duration will require a new application. Any temporary addition that is not removed on or before the approved date of its limited duration, or is not the subject of an application for an extension, will be cited as a violation.
6. These Standards and Criteria acknowledge that there may be changes to the buildings and landscape of the Landmark District and are intended to ensure the changes will be compatible with the historic character of the District.
7. When changes to buildings with multiple owners, such as a condominium building, are proposed, the entire building will be considered and treated uniformly. Work on any building may, however, proceed in stages.
8. In the case of any activity not explicitly covered in these Standards and Criteria, Commission staff shall determine whether an application is required and if so, whether it shall be an application for a Certificate of Design Approval or Certificate of Exemption.
9. Applicants filing for a Certificate of Exemption based on financial hardship will be required to produce evidence of substantial financial hardship as cited in Section 4.9 of the Regulations of the Boston Landmarks Commission as adopted on November 30, 1976, Amended July 20, 1977, April 8, 1980, and May 27, 1986. Copies of the Regulations are available at the offices of the Boston Landmarks Commission and online at: <http://www.cityofboston.gov/environment/downloads.asp>. The Commission will review the evidence and make a finding as to whether substantial hardship would result from failure to issue a Certificate of Exemption.
10. The Commission will apply the statement from the enabling legislation, Chapter 772 of the Acts of 1975, as amended, Section 4. Designation by Commission, as follows: “All recommendations [for Standards and Criteria to be adopted by the commission in carrying out its regulatory functions] shall be made in consideration of any master plan, zoning requirements, projected public improvements and existing and proposed renewal and development plans applicable to the section of the city [Fort Point Channel Landmark District and Protection Areas] to be affected by the designation....” (Also see Study Report, Section 6, Planning Context).
11. Items subject to Commission review include but are not limited to those outlined in the following Standards and Criteria.

10.2 Standards and Criteria for Existing Structures in the Fort Point Channel Landmark District

A. General Statement of Intent

1. Existing structures that contribute to the historic and/or architectural character of the District and their character defining architectural features shall be preserved and repaired, rather than replaced, except as otherwise permitted herein.

B. Exterior Walls, General (See also all following sections for Standards and Criteria pertaining to specific features of exterior walls)

1. Existing character defining elements and features (decorative and functional) of exterior walls including masonry, wood, architectural metals, cornices, parapets, shutter hardware, tie rod plates, loading hoists, Boston Wharf plaques, and other industrial features should be retained and repaired using recognized preservation methods, rather than replaced or obscured.
2. When character defining elements and features (decorative and functional) of exterior walls cannot be repaired, they should be replaced with materials and elements which match the original in material, color, texture, size, shape, profile and detail of installation.
3. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered.
4. New openings will be discouraged but may be approved on a case by case basis.
5. Existing original openings should not be filled or changed in size.
6. Re-opening original openings which have been filled is encouraged.
7. New balconies will be discouraged but may be approved on a case by case basis.
8. If the masonry is to be cleaned, or if graffiti removal is required, the mildest method possible shall be used, and a test patch of the cleaning method shall be reviewed and approved. Sandblasting, wire brushing or other similar abrasive cleaning methods will not be permitted.

9. In general, coating or painting masonry is not an appropriate repair method, but may be approved on a case by case basis.
10. Historic painted advertisements on masonry walls should be preserved.
11. Original mortar should be retained. Deteriorated mortar shall be carefully removed by hand-raking the joints. Use of mechanical saws may be allowed.
12. Repointing mortar shall duplicate the original mortar in strength, composition, color, texture, joint size, joint profile, and method of application, unless the original mortar strength is deemed inappropriate.
13. Sample areas of new mortar shall be reviewed and approved for appropriate color, texture, and profile.
14. Cleaning of wooden or metal elements shall use the mildest method possible, and a test patch of the cleaning method shall be reviewed and approved.
15. Paint removal from wooden elements should be considered only where there is paint surface deterioration and as part of an overall maintenance program which involves repainting or applying other appropriate protective coatings.
16. Propane or butane torches, sandblasting, water blasting or other abrasive cleaning and/or paint removal methods will not be permitted on wood surfaces.
17. Repainting of wood should be based on paint seriation studies. If seriation results are inconclusive, repainting shall be done with colors that are appropriate to the style and the period of the building.
18. Miscellaneous equipment such as security cameras, door buzzers and the like that requires attachment to exterior walls shall be fastened so as to avoid damage to historic fabric. When such equipment is removed, patching with appropriate material will be required.
19. Exterior conduits and cables are discouraged. Where their installation is unavoidable, they should be located so as minimize their visibility.

C. Windows (See also Sections E and F for Standards and Criteria pertaining to Storefronts and Ironwork, specifically the installation and treatment of window grilles)

1. The original window design, elements and features (functional and decorative) and the arrangement of window openings should be preserved and repaired using recognized preservation methods, rather than replaced. Windows, window fittings, sash, operation, and shutters are important elements of building design that reflect the period of development and the original purpose of the District. Representative window sash in the District includes wood with single glazing, hollow metal with single wire-glass glazing, and steel with wire-glass. Popular muntin/sash configurations are 1/1, 2/2, 4/4, and 6/6. Only a few examples of fire-resistant metal shutters survive on buildings in the District.
2. Deteriorated or missing window elements and features (functional and decorative), should be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration, and detail of installation.
3. Retrofitting existing frames and sash to allow for the insertion of an additional pane of glass may be allowed if the alteration does not visually detract from historic fabric of the original window.
4. Before the Commission will consider window replacement, an adequate survey of existing window conditions shall be submitted for review.
5. If it is demonstrated that original windows cannot be repaired, they should be replaced with windows that match the original in material, detail, profile, and dimension. If using the same material is not technically or economically feasible the Commission may consider installation of aluminum or aluminum-clad wood replacement window units. The Commission may require the retention of some original windows, preferably in situ, to provide documentation of original conditions. Enlarging or reducing window openings for the purpose of fitting stock window sash or air conditioners will not be allowed.
6. The number and arrangement of window panes shall not be changed from the original.
7. True divided light window sash with muntins that match the dimension and profile of the original muntins is preferred. Applied muntins may be allowed if the applied muntins match the original muntin dimension and profile, are identical on the interior and exterior of the window, and have a dark spacer bar between the glass.

8. Glass shall not be tinted or reflective-coated.
9. Several properties in the District have already lost their original windows. Replacement windows for these properties should be based on documentary evidence of the original windows. If such evidence is unavailable, the replacement window design should be based on documentation of original windows on a similar property in the District.
10. Exterior combination storm windows and/or screens may be allowed provided the installation has a minimal visual impact. Interior storm windows are encouraged as a means of retaining historic fabric.
11. Storm window sashes and frames shall have a painted finish that matches the primary window sash and frame color.

D. Entrances/Doors/Loading Docks/Hoistways (See also sections E and K for Standards and Criteria pertaining to Storefronts and Accessibility).

1. All contributing entrance, door, loading dock and hoistway elements, materials, and features (functional and decorative), should be preserved and repaired using recognized preservation methods, rather than replaced. Entrance doorways in the District primarily feature segmental arches, Roman arches, or are rectangular openings. Deep doorway reveals are typical. Heavy, single or double-leaf paneled wood doors with glazed upper panels were characteristic of both main and secondary entrances. Where they survive, original doors and door fittings are significant architectural features that lend distinctive historical character to the area. Existing hoistways with their doors are relatively rare survivors though they were once a common feature of buildings in the District.
2. The original entrance design and arrangement of openings should be retained. Where alterations are required, they will be reviewed on a case by case basis.
3. When contributing entrance and door elements, materials, and features (functional and decorative) cannot be repaired, they should be replaced with materials and elements which match the original in material, color, texture, size, shape, profile and detail of installation.
4. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered.
5. Contributing entrance materials, elements, and features (functional and decorative) shall not be sheathed or otherwise obscured by other materials.

E. Storefronts (See also sections D and K for Standards and Criteria pertaining to Entrances and Accessibility).

1. Raised first floors are a historic feature of some buildings in the District. Any proposed façade changes intended to accommodate the needs of commercial use will be considered on a case by case basis. The essential character of the building as originally designed shall be preserved. Doorways and major architectural features should be retained.
2. Façade changes for retail use will only be allowed at or below the first full floor level that is above grade.
3. The maximum amount of original material possible shall be retained in new façade design. Salvage and/or storage on site of original material that can not be reused is encouraged.
4. New materials shall be compatible with those of the existing building.
5. Proposed façade changes shall be designed to be compatible with the design of the existing building.
6. Roll-down metal security grates shall not be allowed on the exterior of a storefront. All security devices should be located on the interior.

F. Ironwork (See also section E for standards and criteria pertaining to storefronts)

1. All contributing ironwork should be retained and repaired using recognized preservation methods, rather than removed and/or replaced. Cast iron elements including fire escapes, posts, lintels, fittings, pintels (fire-resistant metal shutter hardware), tie rod plates (stars), Boston Wharf plaques, and panels are prevalent in the District.
2. When contributing ironwork cannot be repaired, it should be replaced with materials and elements which match the original in material, color, texture, size, shape, profile and detail of installation.
3. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered.
4. Contributing ironwork shall not be sheathed or otherwise obscured by other materials.
5. The installation of window grilles may be allowed on a case by case basis.

Window grilles should be mounted within the window reveal and secured into the mortar joints rather than into the masonry or onto the face of the building.

6. New ironwork elements should be of a design and color that is compatible with the design of the building.

G. Roof Shape and Roof Projections (See also Standards and Criteria pertaining to Rooftop Additions and Utilities in sections B and G of the guidelines for New Construction including Additions to Existing Buildings)

1. The sense of the original roof shape and its character defining features should be preserved. In general, buildings in the District are characterized by flat roof shapes with projecting cornices, though a few low-pitched gable roofs exist.
2. Contributing rooftop elements and features such as head houses, chimneys, signs, and skylights that are visible from existing or proposed streets and ways that are open to public travel should be preserved.
3. Roofing materials shall be compatible with the character of the District when visible from existing or proposed streets and ways that are open to public travel.
4. External gutters and downspouts are discouraged unless they are based on physical or documentary evidence of prior existence on the building.
5. Flashing, gutters, and downspouts should be compatible with the existing building in design and materials.

H. Exterior Lighting

1. Contributing light fixtures should be retained and repaired using recognized preservation methods.
2. When contributing light fixtures cannot be repaired, they should be replaced with fixtures which match the original in material, color, configuration, size, shape, profile, detail of installation, and quality of light. If using replicated light fixtures is not technically or economically feasible, then compatible substitute lighting fixtures may be considered.
3. Contributing light fixtures shall not be sheathed or otherwise obscured by other materials.
4. New illumination may be added in appropriate locations.

5. New lighting will be reviewed on a case by case basis for all aspects of the lighting design including fixtures, installation methods, and the quality of light. Mock-ups of new lighting may be required on a case-by-case basis.
6. Mock-ups of proposed accent lighting will be required.
7. The design and materials of new lighting shall be compatible with the character of the District.
8. Light fixtures shall be attached so as to avoid damage to historic fabric.
9. Exterior conduits and cables are discouraged. Where their installation is unavoidable, they should be located so as minimize their visibility.

I. Overhead Walkways/Bridges

1. Contributing overhead walkways and bridges are a character defining feature of the district. All overhead walkways and bridges shall be preserved and repaired to the greatest extent possible using recognized preservation methods, rather than replaced.
2. When contributing elements or features (functional and decorative) of overhead walkways or bridges cannot be preserved, repaired, or are missing they should be replaced with elements or features which match the original in material, color, texture, size, shape, profile and detail of installation.
3. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered.

J. Smokestack (See also section B for Standards and Criteria for Exterior Walls pertaining to appropriate treatment of masonry.)

1. The smokestack on Wormwood Street is a character defining feature of the District. Minimization of antennas and other communication devices is encouraged. New antennas and communication devices shall be located and designed so as to be as minimally visually intrusive as possible, and may be approved on a case-by-case basis.
2. Obsolete antennas and communication devices and their fastenings shall be removed and any holes or damage shall be repaired according to the standards and criteria for treatment of masonry (See Section B).
3. Signage, banners, and advertising shall not be allowed.

K. Accessibility

1. Alterations to existing buildings for the purposes of providing accessibility shall provide persons with disabilities the level of physical access to historic properties that is required under applicable law, consistent with the preservation of each property's significant historical features, with the goal of providing the highest level of access with the lowest level of impact. Access modifications for persons with disabilities shall be designed and installed to least affect the character defining features of the property. Modifications to some features may be allowed in providing access, once a review of options for the highest level of access has been completed.
2. It is recommended that applicants consult with staff of the Commission as early in the process as possible when proposing alterations for the purposes of accessibility.
3. Where feasible and appropriate, metal ramps or other reversible solutions to providing accessibility are encouraged.

10.3 Standards and Criteria for Demolition in the Fort Point Channel Landmark District

A. General Statement of Intent

1. The intent of these standards is to prevent the demolition of buildings and structures or portions of buildings and structures that contribute to the historic and/or architectural character of the District.

B. Demolition of Exterior Features, in Full or in Part

1. Demolition of buildings or structures and portions of buildings or structures is prohibited except in the unusual circumstance when the building, structure, or portion of the building or structure is found by the Fort Point Channel Landmark District Commission to be incompatible with the character of the District.
2. The demolition of buildings at 46-48 Channel Center Street (formerly Midway Street), and 50-52 Channel Center Street was approved by the Boston Landmarks Commission in 2001 as part of review pursuant to Article 85, Chapter 665 of the Acts of 1956, as amended, and will be allowed.
3. The Fort Point Channel Landmark district Commission will consider the partial demolition of the building located at 241 “A” Street according to the provisions outlined in Planned Development Area (PDA) No. 53 (see Study Report Section 6, Planning Context). Specifically, demolition of the north and south exterior walls of 241 “A” Street to allow construction of an underground parking garage on the site will be considered appropriate within the context of PDA No. 53.

C. Removal of Later Additions

1. Removal of additions may be considered if the Fort Point Channel Landmark District Commission finds that the addition does not contribute to the historic and/or architectural character of the District.
2. The following factors will be considered by the Commission in determining whether later additions can, or should be removed:
 - a. Compatibility with the original property’s integrity in scale, materials, and character
 - b. Historic association with the property
 - c. Design and execution of the addition

D. Demolition by Neglect

1. Property owners shall take necessary precautions to prevent demolition of buildings and structures in the District by neglect of maintenance and repairs. Demolition of Landmarked buildings in violation of Chapter 772 of the Acts of 1975, as amended, is subject to penalty as cited in Section 10 of Chapter 772 of the Acts of 1975, as amended.

10.4 Standards and Criteria for New Construction including Additions to Existing Buildings in the Fort Point Channel Landmark District

A. General Statement of Intent

1. These guidelines shall apply only to facades that are open to view from any existing or proposed street or way that is open to public travel. Views shall be considered from the pedestrian level of the proposed new construction.
2. The intent of this section is to guide the form and design of all new construction, including infill and additions to existing buildings, to ensure that new construction is compatible with the historic physical character of the District, allowing for contemporary expression.
3. In general, new construction should reflect the period in which it was built and should not necessarily be imitative of an earlier style, period, or method of construction. However, new construction shall strive to relate to the urban context and the particular streetscape of which it is a part in building height, massing, setback, rhythm, scale, proportions, and materials.
4. New construction has the potential for reinforcing and enhancing the unique character of the District. Proposals for new construction will be reviewed for compatibility with the existing architecture including review of such critical factors as land coverage, building materials, building form, scale, height, proportion, method of connection to existing buildings, visual association and urban context.
5. New construction that is affixed to any portion of an existing building shall be designed so that the character defining features of the existing building are not substantially changed, obscured, damaged, or destroyed so that if the new construction were to be removed in the future, the essential form, detail, and overall integrity of the historic building would be unimpaired.
6. The Fort Point Channel Landmark District Commission will consider design features associated with new construction that are guided by sustainable building design principles provided such features are compatible with the character of the District.

B. Rooftop Additions (Including New construction and Roofdecks) (See also Section G for Standards and Criteria pertaining to Utilities)

1. Rooftop additions should be not visible or minimally visible from existing or proposed streets and ways open to public travel. "Minimally visible" is

defined as any rooftop addition which, when viewed from the areas of review described above, is visible by no more than 12 inches in height, or, due to its placement and size does not call attention to itself nor detract from any significant architectural features. All rooftop additions, including rooftop equipment and utilities, will be carefully reviewed on a case-by-case basis for their appropriateness of location and visibility (See also Section G for Standards and Criteria for Utilities). Additionally, the massing, materials, and details will be reviewed for their appropriateness and impact to the character-defining features of the District.

In any instance, a rooftop addition that is visible from existing or proposed streets and ways open to public travel at the pedestrian level of the building that is receiving the rooftop addition will be subject to the following guidelines:

- a. Rooftop additions shall be limited to two stories in height
- b. Rooftop additions to buildings on Congress, A, and Melcher streets shall not be visible from directly across the street on any adjacent existing or proposed street or way open to public travel, and may be minimally visible within 500 feet of the building receiving the rooftop addition.
- c. Rooftop additions to buildings on Summer Street shall not be visible from anywhere along Summer Street.
- d. Rooftop additions to buildings on all other existing or proposed streets and ways open to public travel shall not be visible from directly across the street on any adjacent existing or proposed street or way open to public travel, and may be minimally visible within 300 feet of the building receiving the rooftop addition.
- e. When the visibility of a rooftop addition is affected by a nearby vacant lot(s), the visual impact will be evaluated both under the existing conditions and also considering possible future construction on the vacant lot(s) in accordance with the guidelines for infill construction (see Section C).

C. Heights for Infill Construction and Non-Rooftop Additions

1. The height of new construction shall be compatible with the height of the adjacent building(s) having common property lines. Height above the height of the adjacent building(s) may be allowable if a) additional stories are located so as to minimize visibility from existing or proposed streets and ways that are open to public travel, or b) if the design acknowledges the cornice height of the adjacent building, reinforces the existing street wall, and is compatible with its context.
2. The Fort Point Channel Landmark District Commission will consider heights identified for new construction through the planning process that resulted in Planned Development Areas (PDA) No. 53 and No. 69 within

the context of those PDAs until the PDA Plans terminate and expire (see Study Report Section 6, Planning Context). In addition, a height of 125 feet for a new building on the sites of 46-48 and 50-52 Channel Center Street will be presumed to be compatible with adjacent buildings within the context of PDA No. 53 and the Article 85 review of demolition of the existing buildings by the Boston Landmarks Commission in 2001. A height of 80 feet for a new building on the site of 9-10 Necco Court, identified as Parcel G1 in PDA 69, will be presumed to be compatible within the context of PDA 69.

D. Height for Parcel A₃

1. The Fort Point Channel Landmark District Commission considers 327 Summer Street, 337 Summer Street, and 319 Rear A Street to be significant to the District. These buildings are identified in Planned Development Area (PDA) No. 69 as parcel A₃, which was identified in that document as a site with the potential to receive an addition or new construction that would result in buildings with heights up to 180 feet, and is also eligible to exceed that height (see Study Report Section 6, Planning Context). Within the context of the planning process that resulted in PDA No. 69, the Commission will consider the rooftop addition to 319 Rear A Street and/or new construction in place of 319 Rear A Street and/or Pastene Alley until the PDA Master Plan terminates and expires. The Commission will also consider rooftop additions identified for 327 and 337 Summer Street, subject to the criteria above for rooftop additions (10.4, Section B).

E. Building Footprint Setback

1. The maximum setback of the building footprint for a new building shall be the existing street wall, except as follows:
 - a. In the event that a new building has two such abutters with different setbacks, it shall have the same setback as one of them.
 - b. A corner building shall have the same setback as its abutters on the primary frontage(s).

F. Lot Coverage

1. A new building shall occupy the full width of its primary frontage at the existing street wall or setback line.

G. Utilities

1. The location of mechanical and/or electrical equipment, stair or elevator head houses, satellite dishes, antennas and other communication devices should be integrated into the design of the new construction so as

to minimize the visibility of the utilities. When located on the roof, such equipment should be set back as to minimize visibility from any existing or proposed street or way that is open to public travel.

H.. Site Planning

1. Vehicular curb cuts, garage bays, and service entrances shall be located on rear or alley elevations whenever possible, so as not to disrupt the street wall on primary elevations.

I. Building Materials

1. Building materials, colors, and finishes of new construction shall be compatible with building materials, colors, and finishes in the District. Use of the following materials which are prevalent in the District is encouraged for all exterior surfaces of new construction within the scope of these regulations:
 - a. For walls--masonry construction similar in color and texture to the majority of adjacent buildings.
 - b. For cornices, when expressed--copper or sheet metal, brick, or, quarried or cast stone.
 - c. For windows and storm sash--wood or aluminum in appropriate colors and finishes.
 - d. For trim, when expressed--brick, granite, brownstone, limestone, cast stone, or metal with an appropriate finish and profile.

However, contemporary new materials, colors, and finishes may be appropriate alternatives and the Fort Point Channel Landmark District Commission may consider alternatives. Alternative new materials, colors and finishes shall be compatible with the physical qualities of the historic materials that give the District its unique character.

J.. Design Features

1. New construction shall strive to reinforce the existing character of the street wall of which they are a part. The use of elements which give the existing buildings of the District their essential character is encouraged. Where used, they should approximate the proportions and materials of the existing buildings. These elements, which are prevalent in the District include, but are not limited to the following:
 - a. Flat roof shape, or appearance of flat roof shape
 - b. Projecting roof cornices
 - c. Box-like form
 - d. Tripartite façade arrangement (base, midsection, capital)

- e. Minimal ornamentation with ornament concentrated at entrances, windows, and rooflines
- f. General conformation of roof lines and cornices with neighboring buildings.
- g. Grouped window openings with the vertical dimension of individual windows exceeding the horizontal, with deep reveals, and with operable sash.
- h. Rectangular or arched entries with deep reveals and projecting door hoods and surrounds.

However, contemporary design features may be appropriate alternatives and the Fort Point Channel Landmark District Commission may consider alternative design features. Alternative new design features shall be compatible with the physical qualities of the historic materials that give the District its unique character.

- 2. Bridging over streets and alleys may be considered if consistent with historic bridging in the District.
- 3. Balconies and terraces are incompatible with the expression of facades in the District and will generally be discouraged, but may be approved on a case-by-case basis.

10.5 Standards and Criteria for Permanent and Temporary Signs, Banners, Marquees, Canopies and Awnings in the Fort Point Channel Landmark District

A. General Statement of Intent

1. Existing signs, banners, marquees, canopies and awnings that contribute to the historic and/or architectural character of the District should be preserved and repaired rather than replaced.
2. All signage will be subject to the Boston Zoning Code in addition to these guidelines.
3. New signs, banners, marquees, canopies, and awnings shall be compatible in size, design, material, location, and number with the character of the building or, when located in the public realm, compatible with the character of the District, allowing for contemporary expression.
4. New signs, banners, marquees, canopies, and awnings should not obscure architectural features of the subject or adjacent buildings.
5. New signs, banners, marquees, canopies and awnings shall be affixed to buildings so as to avoid damage to historic fabric.
6. Signs should be removed or resubmitted for approval when the operation or purpose of the advertised business or event changes, or when the date of an advertised event has passed.

B. Signs and Banners (See also Standards and Criteria pertaining to signage affixed to the Wormwood Street smokestack in Section J of the guidelines for Existing Buildings).

1. The size, design, color, material, location, number, method of attachment, illumination and/or projection of all signs, including menu boxes and directories, and banners will be reviewed for appropriateness.
2. Lettering applied to window glass or signs hung directly behind window glass are subject to review.
3. Sign bands and transoms are appropriate locations for signs affixed to buildings. All signs and banners that are affixed to a building should be consistent in design.
4. Projecting (blade) signs may be allowed provided they relate to façade openings. Projecting signs should not obscure architectural features of the subject or adjacent buildings. Projecting signs should be suspended from metal brackets and not attached directly to the building.

5. Permanent free-standing signs are discouraged and will be approved only on a case-by-case basis. Temporary free-standing signs shall be displayed only during business hours.
6. Illumination should be limited to the sign. Exposed electrical conduits and junction boxes are discouraged. Where their installation is unavoidable, they should be located so as to minimize their visibility.
7. Signs and banners that are affixed to public utility poles should be limited to Congress, Summer, and A streets and shall utilize standard hardware approved by the Public Works department. Private banners displayed on public utility poles are discouraged.
8. Frequent changing of signs and banners in the public realm is encouraged.
9. Billboards will not be allowed.

C. Marquees, Canopies and Awnings

1. The placement and configuration of marquees, canopies and awnings shall relate to the façade openings and should not obscure architectural features of the subject or adjacent buildings.
2. The materials and colors of marquees and canopies shall relate to the industrial character of the District.
3. Individual awnings shall be mounted within the masonry window opening.
4. Open-sided, shed-roofed awnings are preferable to those with quarter-round or bull-nosed profiles.
5. Valances on canvas awnings should be flexible, i.e. their bottom edges should hang free rather than be attached to a horizontal framing member as rigid valances tend to impart a permanent architectural quality to a fabric-clad feature.

D. Boston Wharf Co. Sign

1. The illuminated Boston Wharf Co. Sign located on the roof of 10 Melcher Street is a character-defining feature of the District and shall be preserved, preferably in working order.

10.6 Standards and Criteria for Public Areas/Streetscape/Landscape Treatment in the Fort Point Channel Landmark District

A. General Statement of Intent

1. The intent of these guidelines is to preserve present contributing landscape and streetscape features, and to allow for the further enhancement of public space in the District which respects its historic industrial character.
2. Removal of non-historic, non-contributing landscape and streetscape features from the District is encouraged.

B. Streets, Alleys, Sidewalks, Curbs, and Paving

1. These guidelines shall apply only to existing or proposed streets, ways, and alleys that are open to public travel.
2. Narrow streets, alleyways, sidewalks, and original paving materials are distinctive features of the District. Original layout of paved areas should be maintained. However, consideration will be given to alterations if it can be shown that the alterations will enhance the District without compromising its integrity.
3. Historic streetscape features, such as railroad tracks, granite curbs and pavers, stone slab sidewalks, and cobblestones, shall be retained wherever possible and incorporated into any streetscape improvement. Restoration of cobblestones is encouraged.
4. New streets, alleys, and sidewalks should be designed and constructed to reinforce the character of the District.
5. Changes in existing sidewalk paving shall be based on historic documentation. Where no historic documentation exists, new sidewalks shall be concrete with granite curbing. Other sidewalk materials at main entrances to buildings may be considered.
6. Crosswalks shall conform to the standard striped delineation of the crossing zone.
7. The Fort Point Channel Landmark District Commission will consider the expanded network of streets and sidewalks, the improved connections between the local street network and the highway system, upgrades to A Street, and truck access from A Street to the South Boston Bypass Road/Haul Road that were approved in PDA No. 69 and PDA No. 53 as part of new public open space and infrastructure improvements, within the context of the

PDA, until the PDA terminates and expires (see Study Report Section 6, Planning Context).

8. The Fort Point Channel Landmark District Commission will consider the new streets and sidewalks approved in PDA 53 within the context of the PDA, until the PDA terminates and expires.

C. Street and Park Furniture

1. Street and park furniture should be compatible with the character of the District in design and materials.
2. Miscellaneous public hardware and furniture such as trash receptacles, mail boxes, benches and the like should be of a material and color that is compatible with the character of the District, and located to be as unobtrusive as possible.
3. Transit shelters shall be as transparent as possible, and located so as to minimize visual obstruction of historic buildings.
4. News box installation shall meet the requirements and standards of the Public Works Department.

D. Public Art

1. Permanent and temporary public art installations are encouraged. The location and installation method of public art will be reviewed for appropriateness.

E. Street Trees

1. Except for recent additions, an absence of vegetation is a distinctive feature of the District. Street trees were not historically part of the District, which was industrial in character. However, it is understood that trees are an important factor for livability. The introduction of trees in appropriate locations is encouraged, and their arrangement will be reviewed on a case by case basis for their appropriateness. Trees shall be planted in a manner and an environment that fosters their survival.

F. Parks and Open Space

1. The enhancement of existing public parks and open space is encouraged.
2. The introduction of additional parks and open space in appropriate locations is encouraged and will be reviewed on a case by case basis.

3. The Fort Point Channel Landmark District Commission will consider the new parks and open spaces that were approved in PDAs Nos. 53 and 69 to be appropriate within the context of those PDAs, until the PDAs terminate and expire (see Study Report Section 6, Planning Context).
4. Landscape design and materials will be reviewed for compatibility with the character of the District. The Fort Point Channel Landmark District Commission will review such elements as paving, plantings, furnishings, art, structures, landforms, lighting, and signage.
5. Where appropriate, returning existing open lots, vacant or used for parking, to built parcels is encouraged. New surface parking lots will be considered an interim condition. If approved, they must be adequately landscaped. Perimeter screening in the form of trees, shrubs, fences, or other vertical elements are recommended to reinforce the street wall. Such elements as gate structures, lighting, and signage will be reviewed for compatibility with the character of the District.

G. Utility Items

1. Public utility furnishings (telephone panels and booths, meters, traffic lights, signal boxes, wireless communication equipment and the like) shall be designed and located to prevent visual or pedestrian obstruction.
2. Street lights shall be designed to be compatible with the character of the District and should be of a consistent design throughout the District. The designated standard fixture, unless previously approved and installed in an area within the district, shall be the single or double-head Boston Fort Point fixture. Where required by Federal standards, the Boston Pendant fixture will be considered.
3. Existing gas lights shall be preserved.
4. Additional poles for overhead utility wires are prohibited. All new utility wiring should be installed underground. When streets are disrupted for underground installation or repair, they shall be repaired to match the original condition in materials, color, and texture.

H. Sidewalk Cafés and Raised Terraces

1. Applicants seeking approval for sidewalk cafes and raised terraces that accommodate pedestrian travel above the sidewalk level must state whether the sidewalk café or raised terrace will be permanent or temporary. The location, design, and furnishings, both temporary and permanent, of sidewalk cafes and raised terraces will be reviewed on a case by case basis.

2. Sidewalk cafes must meet City of Boston code requirements.
3. Temporary chains or other boundary elements, including planters and railings, all furnishings, lighting, canopies, signage, etc. must be removed when not in seasonal use, and stored where they are not visible.
4. If seasonal café installations require semi-permanent fixation that requires cutting into the sidewalk, the cap used to fill the sidewalk during seasonal removal must be reset flush with the sidewalk.
5. Raised terraces that accommodate pedestrian travel above the sidewalk level shall be compatible with the District in design and materials.
6. Raised terraces and other outdoor café-related attachments to buildings such as lighting, canopies, signage, and the like shall be designed so that the character defining features of the existing building are not substantially changed, obscured, damaged or destroyed so that if the raised terrace were to be removed in the future, the essential form, detail, and overall integrity of the historic building would be unimpaired.

11.0 Standards and Criteria for the Seaport Boulevard/Boston Wharf Road Protection Area

General Standards

As provided in Section 4, of Chapter 772 of the Acts of 1975, as amended, the only items subject to design review in a Protection Area are:

Demolition;
Land Coverage;
Height of Structures;
Landscape; and
Topography.

The goals of the Seaport Boulevard/Boston Wharf Road Protection Area are to:

1. Protect view corridors into and out of the adjacent Fort Point Channel Landmark District along streets and alleys that run perpendicularly from Seaport Boulevard into the Landmark District, including Sleeper, Farnsworth, and Pittsburg (Thompson Place) streets.
2. To ensure that massing, land coverage, and height of new development is compatible with the adjacent Landmark District.

It should be emphasized that conformance to the Standards and Criteria alone does not necessarily ensure approval, nor are the Standards and Criteria absolute. The Commission has the authority to allow variation from any of the Standards and Criteria on a case-by-case basis. However, any request to vary from the Standards and Criteria must demonstrate the reason for, and advantages gained by, such variation. The Commission's Certificate of Design Approval is only granted after careful review of each application and public hearing, in accordance with the statute. Any variation from the Standards and Criteria shall not be considered a precedent.

Specific Standards and Criteria

1. Demolition The Protection Area is currently vacant. Demolition of future buildings shall be reviewed on an individual, case-by-case basis, considering the building's contribution to and enhancement of the Landmark District, and also considering what is proposed to replace the existing building.
2. Land Coverage (Building Footprints) Building footprints shall conform to the street pattern defined by the perpendicular streets and alleys running south from Seaport Boulevard and shall not obstruct view corridors into and out of the Landmark District from Seaport Boulevard along Sleeper Street, Farnsworth Street, and Thomson Place. Building footprints should not obstruct view corridors into and out of the Landmark District from the two unnamed alleys between Sleeper Street and Farnsworth Street and between Farnsworth Street and Thomson Place. Building setbacks along Boston

Wharf Road shall be consistent with the setbacks of historic buildings in the vicinity of the Protection Area.

3. Height of Structures New construction should produce buildings that recognize the gateway nature of Seaport Boulevard, both to the Landmark District and the larger scale, non-historic area to be built on the north side of Seaport Boulevard. Height of new buildings may exceed that of buildings in the Landmark District provided the design meets the above-stated goals of the Protection Area.
4. Topography Changes in topography may be allowed.
5. Landscape Improvements to the landscape, including streetscape, shall be compatible with the character of the adjacent Landmark District where the Protection Area abuts the Landmark District.

12.0 Standards and Criteria for the “A” Street Protection Area

General Standards

As provided in Section 4, of Chapter 772 of the Acts of 1975, as amended, the only items subject to design review in a Protection Area are:

Demolition;
Land Coverage;
Height of Structures;
Landscape; and
Topography.

The goals of the “A” Street Protection Area are to:

3. Protect the view corridor along “A” Street that connects the northern and southern portions of the Fort Point Channel Landmark District and to encourage maintaining views of the smokestack and Wormwood Street in the adjacent Landmark District;
4. Connect the historic fabric that constitutes the northern portion of the Landmark District with the historic fabric that constitutes the southern portion of the Landmark District by creating an urban street wall along “A” Street that is compatible with the scale of the historic buildings on “A” Street in the adjacent Landmark District;
5. To ensure that massing, land coverage, and height of new development is compatible with the adjacent Landmark District.

It should be emphasized that conformance to the Standards and Criteria alone does not necessarily ensure approval, nor are the Standards and Criteria absolute. The Commission has the authority to allow variation from any of the Standards and Criteria on a case-by-case basis. However, any request to vary from the Standards and Criteria must demonstrate the reason for, and advantages gained by, such variation. The Commission's Certificate of Design Approval is only granted after careful review of each application and public hearing, in accordance with the statute. Any variation from the Standards and Criteria shall not be considered a precedent.

Specific Standards and Criteria

6. Demolition The proposed “A” Street Protection Area is currently vacant. Demolition of future buildings shall be reviewed on an individual, case-by-case basis, considering the building’s contribution to and enhancement of the district, and also considering what is proposed to replace the existing building.
7. Land Coverage (Building Footprints) Building footprint setbacks along “A” Street shall be consistent with the setbacks of historic buildings in the vicinity of the Protection Area, with the goal of achieving an urban street wall along

- “A” Street. Greater setbacks may be allowed if the design reinforces the sense of an urban street wall.
8. Height of Structures New Construction should produce buildings that are compatible with the adjacent Landmark District and the goals of the Protection Area. In determining appropriate height for buildings within the Protection Area, the Fort Point Channel Landmark District Commission will presume that the total building heights identified for parcels U₂ and U₃ in Planned Development Area (PDA) No. 69 are appropriate in the context of the PDA Master Plan and until the PDA Master Plan terminates and expires (see Study Report Section 6, Planning Context). Specifically, the Commission will accord such presumption to the building heights of 180 feet on Parcel U₂ and 100 feet on parcel U₃. (The PDA identifies Parcel U₂ as a “Special Site” eligible for additional height if design proposals undergo review pursuant to Article 80B of the Boston Zoning Code and provide exceptional public benefits outlined in the PDA). Cornice heights should be compatible with the cornice heights of historic buildings along “A” Street in the adjacent Landmark district with additional height set back.
 9. Topography Major changes in topography will be discouraged.
 10. Landscape Improvements to the landscape within the Protection Area, including open space and surface paving, shall be compatible with the character of the adjacent Landmark District where the Protection Area abuts the District. In determining compatibility of open space where the Protection Area abuts the District, the Fort Point Channel Landmark District Commission will consider the open space improvements approved in Planned Development Area (PDA) No. 69. until the PDA Master Plan terminates and expires. Permanent surface parking lots shall be discouraged along boundaries that abut the Landmark District.

13.0 Severability

The provisions of these Standards and Criteria (Design Guidelines) are severable and if any of their provisions shall be held invalid in any circumstances, such invalidity shall not affect any other provisions or circumstances.

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Jerry Wheelock, former worker in Stanley Woolen Co., son of Arthur Wheelock.

Appendix A: Guide to Researching Historic Conditions in the Fort Point Channel Landmark District

The Bibliography included in the Study Report (Section 13.0) contains useful sources for information about the history and development of the Fort Point Channel Landmark District. In addition to these sources, the Prints Department of the Boston Public Library holds a collection of photographic plates of streetscapes from the Fort Point Channel Landmark District ca. 1900, the Fine Arts Department of the Boston Public Library holds a collection of architectural drawings of some buildings in the District, and the Boston Preservation Alliance holds research files on the Fort Point Channel Landmark District. Additionally, an architectural survey of the District was conducted in 1989 as part of the Central Artery Tunnel Project and contains individual survey forms with photographs and brief architectural descriptions and statements of historic significance for many buildings in the District. This survey is on file in the offices of the Boston Landmarks Commission (BLC), Room 805 Boston City Hall. Also on file with the BLC is a photographic survey of every building in the District that was completed in August of 2003. In 2004, the Fort Point Channel neighborhood was listed on the National Register of Historic Places. A copy of the nomination form is on file with the BLC; the original nomination form with photographs is on file with the Massachusetts Historical Commission (MHC), located in the Massachusetts Archives Building, 220 Morrissey Blvd, Dorchester. For general guidance in locating primary source materials for researching historic buildings, see the guide below.

A General Guide to Repositories of Primary Source Materials for Researching Buildings in Boston

Inspectional Services Department - Building Permits

Located at 1010 Massachusetts Avenue, this department is the repository for all building/alteration permits issued from 1886 to the present. Building permits have been scanned and are searchable by a variety of fields, including address, online. Follow this link <http://www.cityofboston.gov/isd/building/docroom/> to begin your search. Original building permits are especially useful, listing the original owner, architect, builder, construction cost, dimensions, materials, and date. Alteration permits provide clues as to the building's physical evolution over time. While reviewing these documents, you may find a reference to a "bin number." Save this number as it corresponds to a storage bin at the Boston Public Library where the original blueprints may still be filed. Contact the Library's Research Services Department (536-5400) for assistance locating these plans (only pertains to buildings constructed from 1900-1970).

Boston Public Library - Fine Arts Department (Copley Square)

This department's extensive card file contains eclectic information on specific Boston buildings and architects, including references to magazine articles, obituaries, prints, photos, and plans. For buildings constructed between 1878 and 1902, consult the *Index to the Boston City Inspection Reports*. Similar to building permits, the inspection reports are often filed with a sample floor plan.

Boston Landmarks Commission - National Register of Historic Places

You may live or work in one of Boston's forty-plus National Register districts (contact BLC staff at 635-3850 to learn if your property is listed). All National Register nomination forms for Boston properties are on file with the Boston Landmarks Commission and contain basic historical information and a bibliography; more recent forms contain specific information on all the properties within the district.

Massachusetts State House Library (Special Collections) - Fire Insurance Atlases

Compiled by private surveyors (such as Bromley, Hopkins, and Sanborn), these maps depict lot lines, building foot prints, and building materials for all parcels within the City of Boston. Boston's first fire insurance map dates from 1874, subsequent maps were published every five years. This collection is a valuable resource for dating individual buildings as well as the topographical development of whole areas. Incomplete atlas collections are held by the Bostonian Society, the Boston Athenaeum, and the Boston Public Library.

Massachusetts State House Library (Special Collections) - City Directories

Published sporadically between 1789 and 1800, and consistently thereafter, the City Directories list heads of households alphabetically and by street address, along with their occupations and ages. The business section contains addresses and advertisements for city merchants, artisans, and manufacturers.

Boston City Hall - Assessing Department

The Tax Assessor's records provide information on present ownership, lot size, and building and land values. Assessing information for individual properties is available online at <http://www.cityofboston.gov/assessing/search/>.

Suffolk County Court House - Registry of Deeds (Pemberton Square)

Though often a tedious process, a title search is the only exact method to establish a chain of ownership for a piece of property. In addition to securing all owners over time, deed research reveals construction dates, original owners, changes in value and uses, and plot plans for parcel subdivisions. While all Boston title searches begin at the Suffolk Registry of Deeds, many research efforts will require a trip to either the Middlesex County Registry (repository for Charlestown's and Brighton's pre-1874 deeds) or the Norfolk County Registry (repository for West Roxbury's pre-1874 deeds; Roxbury's pre-1868 deeds; Dorchester's pre-1870 deeds; and Hyde Park's pre-1912 deeds). The procedure for tracing a title is as follows:

Beginning with the present owner's name and the building address, consult the most recent Grantee Index, an annual list of all Suffolk County property transactions (organized alphabetically by purchaser's name). Proceed backwards in time until a transaction involving the present owner and subject property is located; this will yield a reference to the Book and Page where the deed for the present owner is recorded. Locate this deed. Each deed contains the Book and Page number of the previous property transaction. This process is repeated until the original owner is found, with careful attention given to the description of the buildings and parcels conveyed as well as

changes in boundaries or price. Buildings can be dated by noting the shift in a property's description from "a parcel of land" to "a parcel of land and the buildings thereupon." Retain a record of each deed reference, noting the following: Book and Page number; names and addresses of Sellers (Grantors) and Purchasers (Grantees); dates; prices; and property descriptions. Breaks in the chain of title occasionally occur, indicating unrecorded transactions or inheritance of a property by an heir (see Probate Records). The Registry clerks are available to assist you. Property deeds filed after 1/2/1978 are searchable online at <http://www.masslandrecords.com/malr/controller>.

Suffolk County Court House - Probate Records (Pemberton Square)

Probate records relating to the inheritance of property are often necessary to complete the chain of ownership. The name of the deceased person is listed alphabetically within chronological volumes of an index, yielding a case number. The numerically indexed volumes listing these case numbers in turn provide volume and page references for each instrument related to the probating of the deceased estate (will, inventory, division of estate, etc.). These volumes are then consulted for copies of the instruments, many of which are now located in the Massachusetts Archives building at Colombia Point in Dorchester.

Photographs and Prints

Early photos and prints are often useful in documenting the historic appearance of and subsequent changes to buildings and areas. Large and well-indexed collections of architectural photographs can be found at Historic New England (formerly the Society for the Preservation of New England Antiquities) and the Bostonian Society; smaller but still useful collections exist at the Athenaeum and the Print Department of the Boston Public Library. Many photographs in the collection of the Bostonian Society have been scanned and are searchable online at <http://www.bostonhistory.org/>.

New England Historical Genealogical Society (101 Newbury Street)

The Society's collection of manuscripts, diaries, published genealogies, and antiquarian histories are an invaluable resource in establishing the social prominence and community involvement of past property owners. For additional information on previous residents and tenants you may wish to consult the obituary index and the U.S Census Records at the Boston Public Library's Micro Text Department.

Boston Public Library - Micro Text Department (Copley Square)

Contemporary newspaper articles and obituaries can provide descriptions and other detailed information on buildings and biographical data on architects and owners. Complete copies of virtually all Boston newspapers are available on microfilm, however only obituaries are indexed. Thus it is helpful to establish the date of construction before searching for relevant articles. Some historic newspapers in the library's collection have been scanned and are searchable online at <http://www.bpl.org/electronic/newspaper.asp>.

Boston Preservation Alliance (Old City Hall, 45 School Street)

The Boston Preservation Alliance keeps files on major historic buildings and districts throughout Boston, which include newspaper articles, planning and development project

permitting documentation and information on past advocacy initiatives. The Alliance also can make available to the public copies of educational materials it publishes on neighborhood history and architecture and records on certain public meetings in which the organization has participated.

APPENDIX B: FORT POINT CHANNEL DISTRICT DATA

Map #	MHC Inv	Street No.	Street Name	Historic Name of Building/Structure	Completion Date*	Architect	Construction Type	TypeArchitecture	Historic loft
1		308	Congress St	H. P. Hood Milk Bottle	1934		wood frame	B Roadside Fantasy	3
2	5516	308-316	Congress St	Atlas Stores general storage	1890/c. 1893/1973	Safford, Morton D.	warehouse	B Panel Brick	1
3	5561	15 - 21	Sleeper St	Boston Wharf Company	1911/1983		warehouse	B Stylized Classical	1
4	5562	29 - 31	Sleeper St aka 33 Sleeper St	Boston Wharf Company	1915/1983		warehouse	B Stylized Classical	1
5	5563	35 - 37	Sleeper St aka 33 Sleeper St	Boston Wharf Company	1911/1983		warehouse	B Stylized Classical	1
6	5564	51	Sleeper St	United Shoe Machinery Corp.	1929/c. 1988		fireproof/reinforced co	B Glass wall modern	1
7	5536	44 - 54	Farnsworth St	Boston Wharf Co./Edgar T. Ward Sons Co.	1915/2000		fireproof	B Classical influence	1
8	5534	34 - 36	Farnsworth St	Boston Wharf Company	1909		warehouse	B No Style	1
9	5532	24 - 32	Farnsworth St	Bell Telephone Co/New England Telegraph & Telephone Co.	c. 1895/1987		warehouse	B No Style	1
10	5531	12 - 22	Farnsworth St	Boston Wharf Company	1917		warehouse	B Stylized Classical	1
11	5517	320 - 324	Congress St	Joseph S. Williams Stores	1888/1998	Safford, Morton D.	warehouse	B No style	1
12	5518	326 - 330	Congress St	Putnam & Co./Boston Real Estate Trust	1888	Safford, Morton D.	warehouse	B Romanesque Revival	1
13	5519	332 - 336	Congress St	Boston Wharf Company	1893	Safford, Morton D.	warehouse	B Classical influence	1
14	5521	344	Congress St	Congress Street Fire Station	1891	Atwood, Harrison H.	suspended floors	B Romanesque Revival	1
15	5523	348 - 352	Congress St	Boston Wharf Company	1894	Safford, Morton D.	warehouse	B Classical Revival, HS	1
16	5524	354 - 358	Congress St	Boston Wharf Company warehouse	1900	Safford, Morton D.	warehouse	B Classical Revival	1
17	5530	11 - 15	Farnsworth St	Brown, Durrell Co. warehouse	1893	Safford, Morton D.	warehouse	B Romanesque influence	1
18		17 - 31	Farnsworth St	Farnsworth Street Garage	1987		new construction	B	2
19	5533	33 - 39	Farnsworth St	Boston Wharf Company	1909		warehouse	B Stylized Classical/Rsqe	1
20	5535	41 - 45	Farnsworth St	Jones, McDuffee & Stratton Co. Boston Wharf Co.	1908		warehouse	B Stylized Classical	1
21	5537	47 - 53	Farnsworth St	Boston Wharf Company	1895	Safford, Morton D.	warehouse	B Romanesque influence	1
22	5559	42 - 56	Thomson Pl	Pittsburgh Plate Glass Company warehouse/BWCo	1909		warehouse	B Italianate influence	1
23	5557	36 - 40	Thomson Pl	Boston Wharf Company	1900		warehouse	B Romanesque influence	1
24	5556	30 - 34	Thomson Pl	Boston Wharf Company	1916		warehouse	B Stylized Classical	1
25	5555	26 - 28	Thomson Pl	Boston Wharf Company	1908		warehouse	B Classical influence	1
26		22 - 24	Thomson Pl	Thomson Financial offices	1992		new construction	B	2
27	5552	12 - 18	Thomson Pl	Boston Wharf Company	1907		warehouse	B Classical/Romanesque	1
28	5526	364 - 372	Congress St	Stillings Building/Boston Wharf Co. Boiler Building (See 364-372 Congress St)	1901	Safford, Morton D.	warehouse	B Classical Revival	1
29	5553	19 - 23	Thomson Pl	Boston Wharf Company	1907	Safford, Morton D.	warehouse	B Stylized Classical	1
30	5554	25 - 27	Thomson Pl	Boston Wharf Company	1909	Safford, Morton D.	warehouse	B Italianate influence	1
31		29 - 33	Thomson Pl	Boston Wharf Company	1912	Safford, Morton D.	warehouse	B Italianate influence	1
32	5570	35 - 37	Thomson Pl	Boston Wharf Company	1913	Safford, Morton D.	warehouse	B Stylized Classical	1
33	5558	47 - 55	Thomson Pl	Boston Wharf Company warehouse	1924/unknown	Prescott, Howard B.	warehouse	B No style/Hi Tech Mod	1
34	5571	44 - 48	Stillings St	Boston Wharf Company Wholesale Grocery warehouse	1914	Buckley, J. M. and C.J.	warehouse	B Classical influence	1
35		11 - 37	Stillings St	Stillings St. Garage and Office Building/BWCo	2001	Jung/Brannen Assoc., Inc.	new construction	B	2
36	5565	5 - 9	Stillings St	Boston Wharf Company	1907	Buckley, J. M. and C.J.	warehouse	B Classical influence	1
37	5528	374 - 384	Congress St	Harvey Building/Boston Wharf Co.	c. 1903	Safford, Morton D.	warehouse	B Classical Revival	1
38	5529	381 - 389	Congress St	Boston Wharf Company	1907	Safford, Morton D.	warehouse	B Classical Revival	1
39	5527	369 - 375	Congress St	Boston Wharf Company wool warehouse	1918	Prescott, Howard B.	fireproof/reinforced concrete	B Classical influence	1
40	5525	355 - 359	Congress St	Tremont Electric Lighting Company	1888/c. 1905	Unknown	ordinary-west/ warehouse-east	B No style	1

APPENDIX B: FORT POINT CHANNEL DISTRICT DATA

Map #	MHC Inv	Street No.	Street Name	Historic Name of Building/Structure	Completion Date*	Architect	Construction Type	Typ Architecture	Historic loft
41	5522	347 - 351	Congress St	Chase & Co. candy factory	1887/1890		warehouse	B Italianate	1
42	5520	343	Congress St	American Railway Express Co.	1888/1936/2000	Bradlee, Winslow & Wetherell	fireproof/steel and concrete	B Romanesque Revival	1
43		313	Congress St	Lombard's Congress St. Stores	1886/1985		warehouse	B No style	1
44		305	Congress St	Nationwide Life Insurance Co.	1983/2000		new construction	B	2
45	5573	250 - 254	Summer St	Boston Wharf Company wool warehouse	1899	Safford, Morton D.	fireproof	B Classical Revival	1
46	5575	256 - 260	Summer St	Boston Wharf Company wool warehouse	1899	Safford, Morton D.	fireproof	B Classical Revival	1
47	5577	262 - 266	Summer St	Boston Wharf Company wool warehouse	1899	Safford, Morton D.	fireproof	B Classical Revival	1
48	5578	268 - 272	Summer St	Boston Wharf Company wool warehouse	1898	Safford, Morton D.	fireproof	B Classical Revival	1
49	5580	274 - 278	Summer St	Boston Wharf Company wool warehouse	1898	Safford, Morton D.	fireproof	B Classical Revival	1
50	5581	280 - 290	Summer St	Boston Wharf Company wool warehouse	1898	Safford, Morton D.	fireproof	B Classical Revival	1
51	5584	292 - 302	Summer St	Jeremiah Williams & Co. wool merchant	1898		fireproof/steel and concrete	B Classical Revival	1
52	9155		Summer St	Summer Street Bridge over A Street	1900/replaced		steel girder span/ granite abutment	St No style	3
53	5586	312 - 320	Summer St	Boston Wharf Company wool warehouse	1904	Safford, Morton D.	warehouse	B Classical Revival	1
54	5588	322 - 330	Summer St	F. A. Foster & Co. Dry Goods/Boston Wharf Co.	1910	Safford, Morton D.	warehouse	B Stylized Classical	1
55		337 - 347	Summer St	Joseph Middleby, Jr. Inc./BWCo	1907	Safford, Morton D.	warehouse	B Classical Revival	1
56	5589	327 - 333	Summer St	Joseph Middleby, Jr. Inc./BWCo	1911		warehouse	B Classical Revival	1
57	5587	321 - 325	Summer St	Howes Bros. Leather Co./BWCo	1911	Buckley, J. M. and C.J.	fireproof	B Stylized Classical	1
58	5585	311 - 319	Summer St aka 323-39 Summer St	Dwinell-Wright Co., Tea & Coffee Importing/BWCo	1904	Safford, Morton D.	warehouse	B Classical Revival	1
59	5583	285 - 297	Summer St	Boston Wharf Company wool warehouse	1903	Safford, Morton D.	warehouse	B Classical/Romanesque	1
60	5582	281 - 283	Summer St	Boston Wharf Company wool warehouse	1904	Safford, Morton D.	fireproof	B Classical Revival	1
61	5579	269 - 273	Summer St	Boston Wharf Company wool warehouse	1910	Safford, Morton D.	fireproof	B Stylized Classical	1
62	5576	10	Melcher St aka 259-67 Summer St	Boston Wharf Co. Offices	1905	Safford, Morton D.	fireproof	B Classical Revival	1
63	5574	253	Summer St	New England Confectionary Company/BWCo	1902	Safford, Morton D.	warehouse	B Classical Revival	1
64		11 - 17	Melcher St	New England Confectionary Company/BWCo	1902		warehouse	B Classical Revival	1
65		19 - 27	Melcher St	New England Confectionary Company/BWCo	1902		warehouse	B Classical Revival	1
66		29 - 37	Melcher St	New England Confectionary Company/BWCo	1902		warehouse	B Classical Revival	1
		50	Melcher St	See 326 A Street			masonry	B	
67	5538	49	Melcher St	Boston Wharf Company	1910		warehouse	B Stylized Classical	1
68	5539	51 - 61	Melcher St	Boston Wharf Company	1916		fireproof/steel frame, concrete floors	B Classical influence	1
69	5540	63	Melcher St	French, Shriner & Umer shoe factory	1909		warehouse	B Stylized Classical	1
70		326	A St	Boston Button Co.	1890	Safford, Morton D.	warehouse	B Romanesque Revival	1
71		324	A St	A Street Deli/BWCo	1945		concrete block	B	1
72	5511	319 - 321	A St	Kistler Leather Co./Boston Wharf Co.	1913	Safford, Morton D.	warehouse	B Stylized Classical	1
73		319R	A St	Dwinell-Wright Co. warehouse/BWCo	1923		warehouse	B Classical influence	1
75	5509	288 - 304	A St	George E. Keith Co. shoe factory/BWCo	1912	Safford, Morton D.	warehouse	B Stylized Classical	1
76		10	Necco St	Necco St. Garage	1992		new construction/ pre-cast concrete	B	2
77	5551	5	Necco Ct aka 50 Necco Ct	New England Confectionary Company/BWCo	1907		warehouse	B Classical influence	1
78	5550	6	Necco Ct aka 60 Necco Ct	New England Confectionary Company/BWCo	1907		warehouse	B Classical influence	1
79	5508	249 - 255	A St aka 6 Binford St	Factory Buildings Trust Industrial Building #1	c. 1895		warehouse	B Italianate	1
80	5512	11 - 17	Wormwood St aka 21A Wormwood St	Factory Buildings Trust Industrial Building #2	c. 1896		warehouse	B No style	1
81	5513	23 - 27	Wormwood St	Factory Buildings Trust Industrial Building #3	c. 1896		warehouse	B No style	1

APPENDIX B: FORT POINT CHANNEL DISTRICT DATA

Map #	MHC Inv	Street No.	Street Name	Historic Name of Building/Structure	Completion Date*	Architect	Construction Type	Typ Architecture	Historic loft
			aka 21B Wormwood St						
82	5514	33 - 37	Wormwood St	Factory Buildings Trust Industrial Building #4	c. 1897		warehouse	B No style	1
83	5515	41 - 45	Wormwood St	Factory Buildings Trust Industrial Building #5	c. 1896		warehouse	B No style	1
84			Wormwood St	Factory Buildings Trust Industrial Building Chimney	c. 1896		brick	St	3
85	5507	239 - 241	A St	Frederick Barlow Building	c. 1895		ordinary	B Romanesque Revival	1
86	5506	227 - 229	A St	W. S. Coringley & Son/BWCo	1903	Safford, Morton D.	warehouse	B Classical Revival	1
87	5505	215 - 225	A St	Boston Wharf Company	1922	Prescott, Howard B.	warehouse	B Classical influence	1
88	5504	211 - 213	A St	Boston Wharf Company	1915	Safford, Morton D.	warehouse	B Stylized Classical	1
89	5503	207 - 209	A St	Boston Wharf Company	1916	Safford, Morton D.	warehouse	B Stylized Classical	1
90	5502	191 - 205	A St	Boston Wharf Company	1919	Prescott, Howard B.	warehouse	B Stylized Classical	1
91	5548	1-5	Channel Center St (formerly 50-52 Midway St)	W. Herbert Abbott, Inc. Building/BWCo	1913	Safford, Morton D.	warehouse	B Stylized Classical	1
92	5547	1-5	Channel Center St (formerly 46-48 Midway St)	Boston Wharf Company	1914	Safford, Morton D.	warehouse	B Stylized Classical	1
93	5546	1-5	Channel Center St (formerly 40-44 Midway St)	Boston Wharf Company	1916	Safford, Morton D.	warehouse	B Stylized Classical	1
94	5545	15	Channel Center St (formerly 34-38 Midway St)	U.S. Leather Co./Boston Wharf Co.	1912	Safford, Morton D.	warehouse	B Stylized Classical	1
95	5544	15	Channel Center St (formerly 28-32 Midway St)	U.S. Leather Co./Boston Wharf Co.	1911	Safford, Morton D.	warehouse	B Stylized Classical	1
96	5543	15	Channel Center St (formerly 24-26 Midway St)	U.S. Leather Co./Boston Wharf Co.	1914	Safford, Morton D.	warehouse	B Classical influence	1
97	5541	35	Channel Center St (formerly 2-14 Midway St)	American Can Co./Boston Wharf Co.	1902/unknown	Safford, Morton D.	warehouse	B Romanesque influence	1
98			Fort Point Channel	Seawall	19th c/20th c.		timber/granite/ concrete wall	St	3
99		10	Melcher St	Roof sign	20th c.			St	3
			Overpass connecting 6 Necco Ct and 19 Melcher					St	
			Overpass connecting 5 Necco Ct and 6 Necco Ct					St	
			Overpass connecting 281 Summer and 51 Melcher						

KEYS

Source of date: BWCo=Boston Wharf Co. plaque; S=Sanborn map; NR=draft National Register nomination; Bromley=1891 Bromley map; Assess=Boston Assessing Dept.

Original drawing=Midway project/at Bruner/Cott

Historic loft: 1=historic loft 2=building other than historic loft 3=structure other than a building

*Includes dates of original construction and major additions and substantial remodeling

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Fort Point Channel HD

other names/site number _____

2. Location

street & number Necco Court, Thomson Place*
A. Binford, Congress, Farnsworth, Melcher, Midway, Sleeper, Stillings, Summer Sts. n/a not
for publication * Thomson Place is the current name of the former Pittsburgh Street. It is alternatively spelled Thompson Place

city or town Boston (South Boston) n/a vicinity

state Massachusetts code MA county Suffolk code 025 zip code 02210

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination
☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant
☒ nationally ☒ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Betsy Friedberg, National Register Director 7/23/04

Signature of certifying official/Title Jara H. Metz, State Historic Preservation Officer
Massachusetts Historical Commission

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

☐ entered in the National Register
☐ See continuation sheet.

☐ determined eligible for the
National Register

☐ See continuation sheet.

☐ determined not eligible for the
National Register

☐ removed from the
National Register

☐ other (explain): _____

Signature of the Keeper

Date of Action

Fort Point Channel HD
Name of Property

Suffolk, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

(Check only one box)

☒ private

☒ public-local

☐ public-State

☐ public-Federal

☐ building(s)

☒ district

☐ site

☐ structure

☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing

Noncontributing

89 7 building

sites

9 2 structures

objects

98 9 Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

n/a

Number of contributing resources previously listed in the National Register

1 Congress St. Fire Station (NRIND, 1987)

6. Function or Use

Historic Functions

(Enter categories from instructions)

Commerce/Trade: warehouses

Industry/Processing/Extraction: manufacturing facility

Transportation: road-related, water-related

Current Functions

(Enter categories from instructions)

Domestic: multiple dwelling

Commerce/Trade: manufacturing facility

Recreation/Culture: museums, studio

Landscape:

Transportation: road-related, water-related

7. Description

Architectural Classification

(Enter categories from instructions)

see district data sheet

Materials

(Enter categories from instructions)

foundation

walls

roof

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Fort Point Channel HD

Name of Property

Suffolk, MA

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Architecture

Transportation

Commerce

Community Planning & Development

Engineering

Industry

Maritime History

Period of Significance

1836-1954

Significant Dates

1836-1837

1875

1899

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Morton Safford & Howard B. Prescott

(see continuation sheet)

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

Fort Point Channel HD
Name of Property

Suffolk, MA
County, State

10. Geographical Data

Acreage of Property 55 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19 331100 4691040
Zone Easting Northing

3. 19 331020 4689920
Zone Easting Northing

2. 19 331420 4690540
Zone Easting Northing

4. 19 330600 4690120
Zone Easting Northing

__ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Sara Wermeil/Susan Ceccacci research , Edward Gordon compiler, with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date June 2004

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name multiple

street & number telephone

city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Boston (Suffolk), MA

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7.1 Description:

Architectural Classification (continued)

LATE 19TH AN EARLY 20TH CENTURY REVIVALS; Classical Revival, Renaissance Revival, Romanesque Revival
LATE VICTORIAN; Italianate, Queen Anne, Stylized Classical
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Industrial utilitarian

The Fort Point Channel National Register Historic District (abbreviated in this nomination as “FPCNRD”) is a roughly 55-acre site located across Fort Point Channel from downtown Boston, at the northwest corner of South Boston. It contains 103 buildings and 11 structures (specifically, four bridges, a prominent chimney, and two sections of seawall along both sides of Fort Point Channel, a ca.1920s Boston Wharf Company roof sign, and a monumental milk bottle built to advertise a milk company). Eighty-nine buildings and 9 structures are considered contributing. The channel’s three historic bridges, the Summer Street (1898-99), Northern Avenue (1908), and Congress Street (1930) bridges are rare examples of their types and deserve to be respectfully rehabilitated and preserved. The great majority of the buildings were built between 1880 and 1929 and are lofts constructed for warehousing and light manufacturing. Very few buildings have been constructed in the district since 1929. As representatives of original function, period of development, and building form, the area is remarkably uniform and distinctive. One resource, the Congress St. Fire Station, was listed in the National Register of Historic Places in 1987.

The seawalls (**photo # 1**) on both sides of Fort Point Channel were built according to boundaries adopted by the Board of Harbor Commissioners during the 1870s. The Boston Wharf Company (referred to in this nomination as “BWCo”) filled the land on the east side of the channel, then built the streets, laid out lots, and also erected most of the buildings, which were designed by the company’s staff architects. Most of the buildings located within the district postdate the company’s 1880s reconfiguration as a real estate development company. While the land surrounding the district and many parcels within the district are now being redeveloped the district itself continues to have clear boundaries that correspond with its historic boundaries. The historic district is clearly recognizable.

In terms of historic architectural styles represented within the district, the predominance of Classical Revival styles is a consequence of the period within which many of the extant buildings were developed, the 1890s to 1920s. In addition to the Classical Revival style, earlier buildings of the district are rendered in a variety of architectural styles, including Italianate, Queen Anne, Renaissance Revival, Romanesque Revival and Industrial utilitarian modes. Most of the buildings within the district were designed by Morton D. Safford, the wharf company’s staff architect from 1893 to 1917, and his successor Howard B. Prescott (1917 to 1939).

The method of construction used in the majority of the historic lofts is warehouse construction, a system of heavy timber framing that probably originated in New England. It most likely was derived from slow-burning construction, a system widely used in the region to build textile mills, which definitely was invented in New England. By the 1880s, local fire safety advocates were urging the transfer of slow-burning construction to commercial structures to improve their fire safety, and architects adapted it for urban lofts. The result was warehouse framing. The warehouse system of construction spread to cities around the country. For example, it was used by Boston-based Henry Hobson Richardson in his famous Marshall Field Wholesale

(continued)

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Store in Chicago (1885-87, demolished). Thus, warehouse construction is a regional invention, and the district's lofts are valuable examples of the system, which spread from New England to cities around the nation.

One of the most distinctive aspects of the district's appearance is the difference in grade between Summer Street, the area's principal traffic artery, and the other streets of the district. Summer Street was built in conjunction with South Station railroad terminals (NR), and the relocation of tracks that formerly crossed Boston Wharf Company's site along with removal of the railroad bridge spanning the channel. Summer Street Bridge was erected roughly at the site of the old railroad bridge and the street was elevated so that it could continue above grade on a viaduct over the railroad yards part of Boston Wharf Co.'s site. The difference in grade is most apparent at the point where Summer Street is carried approximately 25 feet above A Street via a small steel bridge (**photo #44**). The Summer Street bridge at A Street is supported by abutment walls composed of battered granite blocks. Pedestrian access from A Street up to the level of Summer Street is gained via a metal stairway located adjacent to the bridge on the west side of A Street. Vehicular access is via Melcher St., which curves and slopes from Summer down to A Street (**photo #11**).

7.2 Topographical Development/ Bridge links between the FPCNRD in South Boston and Boston

The proposed Fort Point Channel National Register of Historic Places District is located across Fort Point Channel from downtown Boston, on the northwest side of South Boston. South Boston was originally a peninsula of 579.3 acres that was part of the separate town of Dorchester and known as Dorchester Neck. All land on the northern side of South Boston—essentially all land north of First Street, continuing for about one mile to Fan Pier—is made land that was created by enclosing the original marshes and shoals with seawalls and filling in behind them. The original (1630) northern shoreline of South Boston ran roughly along what is now West Second Street between Dorchester Avenue and B Street, between West First and West Second streets from B to Dorchester St., and north of West First Street between Dorchester Street and Farragut Road.

Several entities created the shoreline, including the Commonwealth of Massachusetts, Boston & Albany Railroad, and the Boston Wharf Company. Between 1855 and 1996, the construction of bridges across the roughly 1/10 mile-wide Fort Point Channel linked the FPCNRD section of South Boston with Boston proper. All the land of the Fort Point Channel National Register District was created by the Boston Wharf Company between the late 1830s and the early 20th century.

7.3 Bridges located within the FPCNRD

The four bridges located within the Fort Point Channel National Register District represent a century of American bridge design, from the late 1890s to the late 1990s. The bridges spanning the Channel serve as symbols of the fast-disappearing maritime and industrial heritage of Boston's seaport. All of the historic bridges were movable, to allow ships into the Channel. The Northern Avenue, Congress Street and Summer Street bridges along with the Evelyn Moakley Bridge (1996) currently serve as significant links between downtown and tourist destinations including the Boston Tea Party Museum, Children's Museum, Boston Fire Museum and the new Boston Convention Center. The Evelyn Moakley Bridge is a modern steel and concrete haunched girder bridge that is a noncontributing structure within the district. Additionally, the bridges provide vehicular and pedestrian access to the artists, business personnel and loft-dwellers who live and work in the district. The bridges also provide four alternative routes for evacuating the city in case of emergency.

(continued)

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The opening of the Congress Street Bridge in 1875 was very important to the Boston Wharf Company. Congress Street, known as Eastern Avenue until 1881, was laid out across Boston Wharf Company land in 1879. The ready access the new bridge provided to downtown Boston influenced the BWCo's decision to concentrate its new building campaign in the northern end of the FPCNRD. The first bridge was replaced in 1930 with the present **Congress Street Bascule Bridge (Photo #3)**.

The significance of the Congress Street Bascule Bridge lies in its design as well as its technology. It is an overhead turning bascule bridge, of which only three survive in Massachusetts. The bridge was designed by Joseph B. Strauss, who also designed the Golden Gate Bridge (1937) in San Francisco. Ornamented by the noted architects Desmond and Lord, the cut-stone piers are carried above deck level and are topped with ornamental lanterns that give the bridge a unique architectural character. It is the largest and most highly ornamented of the three bridges of its type in Massachusetts. The other two bridges of this type are the First Street Bridge (1924) and the Cambridge Parkway Drawbridge (1957).

Extending 561 feet from Boston to South Boston, the Congress Street Bridge exemplifies a single leaf "trunion" bascule bridge that pivots on a fixed fulcrum. More specifically, according to HAER data, "the Congress Street Bascule Bridge is one of the few surviving electrically operated overhead counterweight Bascule drawbridges with a Warren-vertical pony truss." The prominent architectural firm of Desmond and Lord was responsible for the architectural design details of the bridge. Despite the loss of some of its operating equipment and deterioration of auxiliary structures (fenders), many original components (superstructure, lighting, gates and operating machinery) remain. The architectural characteristics of the bridge survive and preserve the original ornamental appearance of the bridge.

The T-shaped, soon-to-be-enlarged Tender's House, on the north side of the Congress Street Bridge is incorporated within the Boston Tea Party Ship Museum, a prominent feature adjacent to the existing structure. The Boston Tea Party Ship recently suffered a fire and awaits rehabilitation. A copy of the *Beaver* and constructed in Norway in 1971, it replicates one of three British East India Company ships boarded by an angry mob of Bostonians on December 16, 1773. Determined not to pay the British government's tax on tea, the colonists dumped wooden tea chests into Boston Harbor. The actual location of the original Tea Party ships—before landfill covered the location of their moorings—is the equivalent of several blocks to the west of the *Beaver's* present site. This replica is a popular Boston's tourist attraction that reportedly will be available to visitors in 2005. After the construction of the Congress Street Bridge, Fort Point Channel's next significant bridge construction project was the replacement of a mid-1850s railroad bridge with the Summer Street Bridge in 1900.

Situated at the center of the Fort Point Channel National Register District, the **Summer Street Bridge (Photo # 4)** is a rare movable type of bridge known as retractile draw, in which the moving span is pulled diagonally away from the navigable channel on several sets of rails powered by electric motors. Fewer than eight of these have been identified in the country and only four survive, two of which are on Summer Street in Boston (the second Summer Street example spans the Reserved Channel, further to the east in South Boston). According to HAER data, "The Summer Street Bridge represents the culmination of the evolution of a bridge type which was developed and primarily utilized in Boston. Retractable draws were primarily a Boston innovation, developed by Boston's Assistant City Engineer T. Willis Pratt (1812-1875)... The first retractile was erected over the Charles River in 1870... The Summer Street Bridge is a double draw and was built by the Berlin Iron Bridge Co. of Connecticut."

Between 1918 and 1990, the Summer Street Bridge was altered at least nine times. In 1918, for example, the bridge's floor beams were strengthened for street railway cars. Despite the loss of much of its operating equipment and auxiliary structures (gates, Tender's House, and pedestrian waiting shelters) several of the early components (superstructure, retractile rails, wheels and operating machinery on the south side) remain.

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One of only three surviving swing bridges built by the city of Boston in the late 19th and early 20th centuries, the **Northern Avenue bridge (Photo # 5)** is the only operable bridge of its type in Boston. It is a steel, rim-bearing swing bridge, the central section of which rotates through 90 degrees about an “island” in the center of the channel, allowing water traffic to pass through the Channel. The draw was originally powered by compressed air, with two air compressors installed by Walworth. According to HAER: “The bridge was designed by William Jackson, Chief of the Boston City Engineering Department and built by the New England Structural Company.” The 80-foot-wide bridge originally carried two sidewalks, two roadways and a center lane, double-track freight railroad line.

7.4 FPCNRD Boundaries

Despite considerable redevelopment around the district, the area is clearly defined for the most part by its historic boundaries. It is bounded on the north and east by land formerly occupied by railroad yards and tracks, and on the west by the water and seawalls of the Fort Point Channel. Only at its southern end, in the A Street and Midway section, is the district defined by building demolitions. The boundaries are based on the period of development of the buildings that survive in and characterize the district today.

The district includes and continues across four bridges that span Fort Point Channel: the Northern Avenue Bridge at the northwestern corner of the district, the Evelyn Moakley Bridge (non contributing), the Congress Street Bridge, and the Summer Street Bridge.

7.5 Architectural Overview

Since the majority of the buildings in the district were built for the very practical purposes of warehousing, wholesaling and manufacturing, we might expect them to be utilitarian in appearance. Yet, while an interest in maximizing profit may have inclined the developers not to waste money on decoration, it did not preclude architectural treatment. Many buildings in the district are plain and simple with little allusion to style, but most have at least a few ornamental features that associate them with some recognizable style. Represented in the district are various architectural styles popular in the late 19th and early 20th centuries, including Italianate, Panel Brick, Romanesque, Classical Revival, and Early –20th-Century Stylized Classical. The styles most common here are the Classical Revival and Stylized Classical styles, which were popular during the period of greatest expansion—from the 1890s to the 1920s. A discussion of historic architectural styles in the district will be prefaced by a consideration of the predominant building type: lofts.

Building type: lofts

With a few exceptions, the buildings in the district can be classified as “lofts”—a common but overlooked building type found in cities around the United States. As defined in the 1901-1902 edition of Sturgis’ *Illustrated Dictionary of Architecture and Building*, a loft is “any upper floor, as in a warehouse, when intended to be used more or less as one large workshop or storage space, and, hence, open throughout without elaborate finish.”

The architectural historian Robert Brueggemann defines lofts as “all purpose commercial structures with large, open floors devoted to wholesaling, warehousing, and light manufacturing operations such as clothes making and printing.” Writing about the lofts in Chicago’s turn-of-the-century West Loop “warehouse district,” he noted that such areas “constituted a major part of

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the central business district of almost every large American city in the late nineteenth century.” Yet he also writes that despite being a common building type and found in most large cities, “too little is known about loft buildings in any city.” The district’s buildings are excellent specimens of lofts, and their characteristics can help define the building type.

The lofts of the district, like lofts elsewhere, were boxes enclosed by brick walls and flat roofs. Of medium height, these buildings range from 5 to 10 stories. Construction was heavy, to accommodate heavy loads. They contained few amenities and little interior finish. Their services and mechanical equipment, including elevator service, plumbing, heating and lighting, was simpler than would be found in contemporary office buildings. Architecturally, they tended to be more spare than elaborate, although the extent of façade ornamentation varied. Nevertheless, ornament was largely confined to the walls that faced principal streets; the buildings’ side and alley walls were entirely plain or less adorned, constructed with common bricks and had simpler window openings. In other words, the buildings were not treated as unified, three-dimensional objects, and architectural ornament was applied to the areas that the public was most likely to see. The buildings often had raised basements lit through windows at ground level, which made the basement space useable. Inside, the lofts were open except for posts and firewalls or structural partitions that subdivided the buildings.

In addition to sharing these characteristics, the lofts in the district have some others that have not been previously noted by American architectural writers. One apparent design distinction among the district’s lofts has to do with a buildings’ original use: between those designed specifically for warehousing and those designed for manufacturing. The purpose –built warehouses have less glazing—more wall area to window—compared to the buildings intended for manufacturing or mixed uses. In these buildings, fire protection was more important than natural light, hence the limited size of openings, which were protected with fire shutters. Most shutters have been removed, although their hinges remain. Another characteristic of the warehouses was goods doors stacked in tiers, topped with pulleys for raising and lowering goods. Even if a building had an interior freight elevator, the pulley was useful for lowering goods into trucks. Some buildings still have their pulleys (locally called whips) projecting from the roof over the loading doors. Examples of buildings constructed as warehouses are the **Atlas Stores (316 Congress Street, Photo #6)**, **Lombard’s Stores (313 Congress Street, Photo #17)**, and **J. S. Williams Stores (320-324 Congress Street, photo # 18)**. Another, smaller example is **25 Thomson Place (photo# 20)**. These were built as storage warehouses, not wholesale stores, which retailers visited to purchase stock for their shops and which had to have a more public face and contain showrooms. Since storage warehouses did not have to appeal to the public, their designers could economize on architectural decoration. These warehouses are among the plainest buildings in the district.

The more fenestrated neighbors of these Congress Street warehouses were built for manufacturing. The manufacturing buildings had numerous or large windows and skylights to bring natural light into the often deep floor areas. Examples of early buildings designed for manufacturing are **347-351 Congress Street (photo#6)**, **the Chase & Co. candy factory**, and **355 Congress Street, Tremont Electric Lighting Co.** Often lofts intended for both storage and manufacturing, like the **Stillings Building (364-372 Congress Street)** and **Harvey Building (374-384 Congress Street)**, have large windows. Elsewhere in the area, **Boston Button (326 A Street, photo # 10)**, **the NECCO lofts (253 Summer and 11-37 Melcher streets, photo # 11)**, and the **Factory Trust Lofts at A and Wormwood streets (photo# 12)** are examples of purpose-built factories.

Whether warehouse or factory, the lofts were constructed with one of three framing systems: ordinary (light timber, joisted, e. g. **239-41 A Street, photo# 13**); warehouse (heavy timber, plank floors, e. g. **The Factory Buildings Trust lofts at 249-255 A St. (photo# 12)**), or fireproof (steel frame with concrete floors or reinforced concrete frame, e.g. **292-302 Summer Street (photo# 14)**). A factor that influenced the choice of framing system, and therefore a building’s cost, was Boston’s building code. The code determined the kind of construction that could be used—whether fireproof or timber—depending on a building’s height.

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Also, the city's 1892 law limited the undivided space in brick and timber buildings to 10,000 square feet, so that buildings with larger floor areas had to have brick partition walls. These rules shaped the buildings in the district: those six stories or less have timber interior frames, ordinary or warehouse construction, while those seven stories or higher are fireproof. Interestingly, very few of the buildings have cast iron interior columns even though by the 1880s, cast iron columns were commonplace and widely used in urban lofts elsewhere. Cast iron columns are found in the ground floor of **326-330 Congress Street (photo# 15)** and **33 Sleeper Street**. More typically, the architects of FPCNRD lofts stuck with heavy timber interior posts through the early 20th century.

The following discussion is arranged by style, with the styles found on the earliest buildings in the district discussed first.

Italianate Style

One style that appears as a concession to style on otherwise plain buildings is the Italianate. Characteristics of the Italianate style typically seen on mid-to-late 19th century New England industrial buildings include the pilaster-panel wall treatment, bracketed eaves (typically expressed in brick corbelling) and segmental or round arched windows and doorways. Windows are often trimmed with labeled window caps (a trim over the top of a window with "ears" down part of each side) typically expressed in brick. A number of otherwise plain buildings in the district have some of these Italianate details.

The 1887 former **Chase & Company candy factory, 347-351 Congress Street (photo#6)**, is one such building. This large, six-story structure with a raised basement is built of red common brick with a low-pitched gable roofline on the A Street side. The eaves are trimmed with brick corbelling. A limestone stringcourse separates the first floor from the upper stories. Windows on the first floor and top floor are rectangular, while those of the above-grade basement and the upper floors are segmental arches. The two main entrances on the Congress Street side are Roman arches with brick surrounds. Italianate details on this building include the projecting corbelled brick eaves, round-arched doorways, and labeled segmental-arched window caps.

A rectangular plaque on the main façade bears the initials of the Boston Wharf Company and the date 1887. This appears to be the earliest building in the area bearing the company's initials and date of construction. Another BWCo plaque is on 332-36 Congress Street. Later plaques took the form of a Classical-style bronze medallion marked with the company's monogram and date.

Italianate details are found on **Factory Buildings Trust Building No. 1 249-255 A Street (photo# 12)**. This is the westernmost of five industrial buildings that make up the Factory Buildings Trust industrial complex. Constructed ca. 1895 of red common brick and occupying the block bounded by A, Wormwood, and Binford streets, this six-story building has a flat roof trimmed at the eaves with a corbelled brick bracket motif. The main façade on A Street has two asymmetrically placed Roman-arched entrances. The arches for these entrances extend upwards to enclose arched transoms at the second floor level. Another entrance, located at the northwest corner of the building, is set back from the façade in a one-story, porch-like recess. In this porch, a heavy Tuscan column supports a cast iron frieze and cornice. Windows on the first five stories on the A, Wormwood, and Binford Street sides are segmental arches trimmed with labeled window caps. Features that associate this building with the Italianate style are the corbelled bracketed eaves, the labeled segmental arch window caps, and the Roman-arched doorways at the main entrances.

Three of the five Italianate-style buildings in the district date from after the turn of the 20th century, one as late as 1912. These buildings were built long after the time (in the mid-19th century) when the Italianate style was popular for high-style buildings.

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By the time these later buildings went up, Italianate elements had become a sort of industrial vernacular. The former **Pittsburgh Plate Glass Company Warehouse, 42-56 Thomson Place (photo# 19)**, built in 1909, is a two-story, red brick building with raised basement and a low-pitched gable roof. Yellow brick is used to trim the corbelled roofline and window openings on the Thomson Place façade. Segmental-arch windows at the first floor level are unusual for their caps of contrasting yellow brick laid flush with, rather than projecting from, the plane of the façade. Except for their two-dimensional form, these caps are like the labeled segmental arches of other Italianate buildings described above. The basement windows have no trim and the second-floor windows are rectangular.

The rectangular windows are capped with rock-faced granite lintels. The section of the building at the north end has more large windows than does the rest of the structure and may have been designed to house offices and a showroom. The original main entrance may have occupied the fifth bay, now blocked up. The remainder of the building is accented at the first-floor level with several segmental-arched windows, a pair of round-arch entrances, and three loading docks (now altered). Italianate features on this structure include the corbelled roofline, labeled segmental arch window trim, and round-arch entrances. The unusual use of yellow brick for window trim and for portions of the roofline corbelling lends a strong vernacular appearance to the building. Yellow brick is generally not associated with the Italianate style. It may have been selected naively to give the effect of light-colored stone trim.

Two similar buildings adjoining one another on Thomson Place can, with a bit of imagination, be said to be Italianate in style: **25-27 Thomson Place** and **29-33 Thomson Place (photo# 20)**. Built in 1909 and 1912, both are five stories with raised basements and made of pressed red brick. Their main facades are unarticulated and unadorned, with the exception of a wide cornice above the first floor and bracketed corbelled eaves capped with a simple projecting copper cornice. Windows are rectangular and have no trim other than plain limestone sills. The broad effect of the eaves, the cornice above the first floor, and the regular arrangement of the windows work to create a strong suggestion of the Italianate.

Panel Brick

Much more unusual than the choice of the Italianate is the selection of elements of the Panel Brick style to trim an otherwise plain building. This style flourished in Boston's Back Bay during the 1870s. The Panel Brick style expressed the nature of the construction material, and by forming it into decorative panels of projecting and receding brickwork, and laying bricks at unusual angles, created patterns and texture. This style allowed for imagination and freedom of expression without reference to any specific historical style.

The **Atlas Stores, 316 Congress Street (photo# 21)**, is an example of this style. It is six stories of common red brick. It was built in two phases, 1890 and ca. 1893, and each wing is divided into three sections by interior partitions. The resulting building is long and narrow, accented along its length by small windows and tiers of hoistways. Like the other early warehouses in the district, this building has an unarticulated base three stories high and pilaster-panel walls in the upper section. What distinguishes the Atlas Stores building are the touches of Panel Brick ornament, including corbelled string courses above the first two floors on the Congress Street façade, brick eave corbelling, and a series of panels of naïve decorative brickwork on the chamfered southeast corner.

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Despite the Panel Brick touches, the most distinctive and historically significant features of this building are its unpretentious utilitarian appearance, its relatively unaltered exterior, and the survival of warehouse accoutrements, including not only hoistway dormers and mechanisms, but also iron shutters, still in place in several locations, pintels where shutters are missing, and scuppers on the east and west sides. Scuppers were usually installed to drain away water in the event that sprinklers went off. Even metal fire escapes have been preserved, these are typically removed when buildings are substantially rehabilitated and other means of emergency egress are provided to take their place. The building was converted to a museum in the 1970s, when a metal and glass addition was made to its west side. However, the rehabilitation and adaptive use of the building was, on the whole, extremely sensitive to the warehouse character of the structure.

Two relatively simple buildings in the district have modest features that reference both the Italianate and the Panel Brick. Symmetrical facades, round-headed window openings, and some use of granite or splayed brick window trim are all features borrowed from the vocabulary of both architectural styles.

Lombard's Stores, 313 Congress Street (photo# 17), built in 1886, is both the earliest extant building and the earliest storage warehouse in the district. Its former neighbor, the Dorr Stores (demolished)—the very first brick building in the district—was described as having a “prison-like appearance;” this stark building set the pattern for the other early warehouses. Lombard's Stores is a rectangle of common brick, six stories high. The distinctive feature of this building is the contrasting treatment of the exterior walls. Walls of the lower three floors are plain while the upper floors are pilaster panel type. This treatment is found on the other early warehouses in the district (the Williams and Atlas warehouses) and probably was not an ornamental feature; rather, recessed panels between pilasters indicate the reduced thickness in the walls of the upper stories. The windows are unadorned save for segmental-arched tops. There is a corbelled brick cornice. Located in the second, fourth and sixth bays (counting from Congress Street back) on each side of the building are hoistways (a tier of goods doors), which correspond to interior partitions that divide the building into three sections east to west. Despite the alteration of its upper portion and new main entrance, Lombard's is of interest as an example of a building that is all function and little style.

J. S. Williams Stores, 320-324 Congress Street (photo #18) is similar in its design to Lombard's Stores. Built in 1888, this rectangular building of red common brick has plain walls in the first two stories while the next four stories take the pilaster-panel form. The present seventh floor was added in a late 20th century remodeling. The building's segmental arched windows are otherwise unadorned and have granite sills.

The other buildings in the district with no intentionally ornamental features are a group of four factory buildings erected in the 1890s, part of the **Factory Buildings Trust complex (photo #12)**. These buildings are rectangular, flat-roofed and six stories high, made of common brick. Rooflines are treated with brick corbeling and the windows are unadorned segmental arches. Where original doorways survive, they are unornamented. Yet a fifth building in this group—actually the first one of the five buildings in the complex to be erected—has ornament referencing the Italianate style. It may be that Building No. 1, which stood on a main thoroughfare, A Street, received modest ornamentation to lend respectability to the entire complex, the rest of which was largely hidden from public view.

Romanesque Revival

Several of the earliest buildings in the district are in the Romanesque Revival style. This style had been used in the United States as early as the middle years of the 19th century, but in the 1870s, Boston architect Henry Hobson Richardson renewed its popularity with his own weighty version. Distinctive to his expression of the style were mass; the use of large, wide - Roman arched entrances; the arcaded treatment of sections of the façade; the use of slit-like rectangular windows and of rectangular windows with transoms; the rhythmical grouping of windows; and the use of ribbons of Roman-arched windows often at the top floor.

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Examples of the Romanesque Revival style found in the district were broadly influenced by Richardson but departed from some of his characteristic elements. Like many Richardson-influenced commercial buildings in the United States, the district's buildings were executed in brick rather than in stone—a less expensive material and therefore more appropriate for utilitarian buildings. Also, the district's buildings often have segmental arches.

The 1888 **American Railway Express Building, 343 Congress Street (photo #22)**, is the earliest use of the Romanesque Revival style in the district. Despite its utilitarian original purpose as a stable, this building is an excellent example of the rhythmical design and subtle brickwork that characterizes the best examples of the style. The articulation of the main facade is not merely an application of Romanesque ornamental details to a standard building, rather the design is worked out as an aesthetic statement in itself. Of special distinction are the lower three floors, which were the first to be built. Here groups of slim rectangular windows contrast with round-arched and segmental-arched windows of varying sizes to create pleasing rhythmical patterns. Interesting surface textures are created by the use of corbelled rectangular panels between piers of different widths.

The fourth floor, added ca. 1936, repeats the segmental-arched-panel treatment, and while this works acceptably well with the earlier section, it does not possess the same elegance of rhythm or the same subtlety of three-dimensional articulation as the lower portion. Romanesque features seen here include the use of pinkish-red brick with brownstone trim laid in pink-tinted mortar and the achievement of subtle textural effects in the brick wall surface. Additionally, the Romanesque Revival style is evident in the subdivision of the facade into horizontal bands enlivened by rhythmical groupings of windows (Roman arched, segmental-arched, and rectangular) as well as the use of wide voussoirs over Roman-arched openings and foliate-carved brownstone trim at the center of the main facade. A fifth story has been recently added.

Another early example of the Romanesque style is the **Putnam & Company Building, 326-330 Congress Street (photo #28)**. Built in 1888, this six -story pinkish-red brick building has brick corbelling at the roof parapet and double and triple windows set at the center of recessed panels. Corbelled segmental arches form the tops of the panels at the second through fourth floors. At the fifth and sixth floors, the panels are rectangular with rockface brownstone lintels and decorated with ornamental brickwork. Foliate terra cotta tiles are an important decorative element: these low-relief square tiles are placed at regular intervals along the pilasters and above the windows in the arched-panel sections. They add subtle detailing to the smooth brick facade, as does the corbelling of the arched panels and the ornamental brickwork above. Double windows are located at each floor of the western four bays. A vertical row of triple windows on the east end of the main façade may reflect some original use.

The Boston Button Company Building, 326 A Street (photo # 10), built in 1890, is another example of the Romanesque Revival. It is six stories on a raised basement, and is made of red common brick with brownstone trim, including a brownstone-trimmed brick parapet at the roofline. The entrances are spanned by Roman arches. A feature of the main façade is the use of pilasters on the upper five stories to separate each set of double windows from one another. Pairs of second and third story windows are surrounded by corbelled arched frames similar to those on the **Putnam & Company Building**.

The windows are segmental arches except for those at the sixth floor and at the basement level on the main façade, which are rectangular with rock-face brownstone lintels. On the main façade, window caps are of brick with rock-faced brownstone keystones and haunches. This treatment of the segmental arch, with haunches, or “stilts”, placed just below the springing of the arch is known as a stilted arch. Windows on the longer south façade are trimmed with projecting brick window caps. Characteristic Romanesque features of this building are its overall red color, the rough quality lent to it by its rock-face brownstone trim, corbelled window panels, and the use of segmental and Roman arches for windows and door openings.

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Set on the corner of Congress and Farnsworth streets, the small **Congress Street Fire Station** (NRIND, 1987) of 1891, **344 Congress Street (photo #23)**, is arguably the most architecturally high-style building in the district. While working in the Romanesque style, the architect chose light-colored building materials. In the early 1890s, architectural taste was turning to lighter colors: yellow brick was popular with architects designing in the up-and-coming Classical Revival style. Here it is used as an accompaniment to light-colored stone, suggesting through subtle manipulation of the two materials that the entire building was built of stone. The main façade of the firehouse is articulated horizontally into three sections that graduate upward from rough to refined. Rising from rock-face granite piers at the ground level, the second level is a successful blend of sharp-edged, light-colored brick and rock-face granite trim. The top level of the façade is treated as a slate roof with a center dormer and parapet. Although this building has no Roman or segmental-arched openings and is built of yellow rather than red brick, Romanesque characteristics are abundant.

A strong sense of the Romanesque is provided by the beefy quality of the rock-face granite pilasters that frame and separate the two vehicle entrances at the ground floor level, and by the primitive treatment of their foliate capitals, imitating the actual appearance of medieval Romanesque capitals. The paired grouping of windows with transoms at the second level is a feature closely associated with the style, following the example of Richardson. The use of foliate-carved detailing on brackets supporting piers at either side of the faux roof are typically Romanesque, as is the carving on a projection from which the central chimney rises. The massive chimney with its ribbed exterior is a strong feature lending medieval, Romanesque character to the building.

In addition to the buildings with features characteristic of the Romanesque Revival style, several otherwise plain buildings have some Romanesque-derived features. One is the **Brown-Durell & Company Warehouse, 11-15 Farnsworth Street (not depicted)**, 1893, a five-story building constructed of common red brick with rock-face granite trim. On the south side, a corbelled stair-step brick parapet partially disguises the low-pitched gable roof. Corbelling at the top of the first and fourth floors subdivides the two major facades into three horizontal sections. A pair of former entrances on the far north end of the main façade are spanned by Roman arches and capped with wide rays of ornamental brickwork. It seems that these were originally the main entrances.

Another Roman-arched entrance, located at the easternmost bay on the south façade, is trimmed in a similar manner. There is also a wide, unornamented, segmental-arched entrance on the main façade. Windows are segmental arched single windows. Although little attention was paid to aesthetics in this building, the choice of red brick as a building material, extensive use of brick corbelling, segmental-arched windows, and Roman-arched entrances with wide caps give it a vaguely Romanesque or medieval feeling.

Even simpler in its references to the Romanesque Revival is **47-53 Farnsworth Street** (1895). This two-story building is built of red common brick with stone trim. The roofline on the main façade is flat with a projecting corbelled brick eave cornice. The large Roman-arched doorway at the south end of the main façade—the main entrance—is completely unadorned. Most windows are unornamented single segmental-arched openings. (The five northernmost second floor windows on the main façade are exceptions: they are rectangular double windows possibly added at a later date.) Features that suggest the influence of the Romanesque style in this very plain building are the choice of red brick and a brown-shaded stone as building materials, the corbelled eaves, and the use of the Roman arch. The general simplicity of detail and the small size of the windows, although they are merely expressions of utility, also lend something of the air of the Romanesque.

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Classical Styles

The styles most commonly seen in the Fort Point Channel National Register District today are the Classical Revival and an early 20th century stylized derivative of the Classical style, here called Stylized Classical. The Classical Revival style took hold in the FPCNRD in the 1890s. Although the Romanesque continued to be used during that decade, Classical Revival became dominant as it did in America generally at that time. The style received a great boost in popularity from the 1893 World's Columbian Exposition in Chicago. The uniformly white coloration of the flamboyant pavilions of the Exposition inspired an architectural shift away from the subdued dark brownstone and red brick of previous decades. Through the influence of the Exposition, the Classical Revival style and the associated use of light-colored brick became highly popular in this country during the 1890s, a fashion that continued into the early 20th century.

The architecture of the Italian Renaissance and of ancient Rome and Greece provided sources for the form and ornamental treatment of buildings in the Classical Revival and Stylized Classical modes. The Renaissance influence predominates in the FPCNRD, where a large number of buildings take the tripartite design of the Italian Renaissance palace for their main facades. This is especially true of high-style expressions of the Classical Revival style built in the 1890s and after.

The design method, called the "columnar theory of composition," involved dividing the façade into three sections like those of a Classical column, suggesting a base, shaft and capital. Depending on the height of the building, the base and capital could include more than one story treated as a single unit. A common way of treating the shaft (or middle) section was to divide it vertically as a series of pilasters with recessed panels between them and to link the pilasters at the top with arches, creating an arcade of arches springing from one pilaster to another.

Tripartite composition first appeared in the district in the 1890s and quickly became the façade arrangement of choice. The development of tripartite organization in the district can be seen by contrasting the **Boston Button Building, 326 A Street**, built in 1889-1890 (**photo # 10**), with two later **Congress Street** buildings, **348-352 (photo#s 25, 26)** and **354-358 (photo #27)** built in 1894 and 1900, all designed by Morton Safford. Since all three buildings received close attention to their designs, it is clear that the differences between the former, pre-tripartite building and the latter two are not accidental but rather, reflect new ideas about façade organization. Boston Button's main façade on A Street is a stack of layers, only two of which are alike architecturally.

Tripartite facades continued to be widely used in the district during the early 20th century for Stylized Classical style buildings. However, buildings in this freer interpretation of the Classical style adhered to the tripartite form less strictly, just as their classically-inspired details came to be more streamlined and interpreted in imaginative new ways.

Also associated with the district was the use of light colored brick, because light colored walls resembled stone. An interest in light-colored exterior materials took hold in American building in the late 1880s. Boston architects followed the lead of their New York colleagues in the use of non-red bricks. A major early landmark in the trend towards brick of a light coloration is the Telephone and Telegraph Building (Cyrus Eidlitz, 1886-1887) on Cortlandt Street in lower Manhattan. The novel color of the brick in this building was so influential that other designers simply specified "Telephone" brick when ordering material for their building. In the district, the earliest extant buildings with light colored bricks are on Congress Street. The fashion for non-red brick may have started with the Boston Fire Station on Congress Street, completed in 1891; it has yellowish brick in its street facades.

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The earliest extant loft with a light colored brick façade is **332-336 Congress Street**, built in 1892-1893. Designed by Boston Wharf Company architect Morton D. Safford, the building cannot be called Classical Revival in the high-style sense; references to the Classical style seen here are subtle and are not based upon academic precedents. Stylized Classical pilasters form the vertical elements of the metal grid that articulates the main façade. Other Classical details are rendered in brick, including brick panels beneath the windows that are trimmed with corbelled dentils, and corbelled modillion brackets trim the roofline. It appears that there was originally a metal roof cornice, probably Classical in style, now missing. The building's iron elements were made, as the foundry mark indicates, by "New Bedford Iron Fdy., New Bedford, Mass."

The second Classical Revival building in the district is **348-352 Congress Street (photo #s 25, 26)**, a full-fledged, high-style expression of the style. Built in 1894 and designed by Morton D. Safford, it is among the finest examples of the style in the district. It is also of special note because, unlike so many others, it had had few exterior alterations. It is a five-story building on a raised basement constructed of rust-speckled Roman brick of an orangey color. Trim is of stone, brick corbelling, molded brick, terracotta and cast iron. By the latter part of the 1890s, light-colored brick was the usual choice for prominent buildings in the district, such as those on Summer and Melcher Streets, as well as on Congress Street.

The largest single contribution to the growth of the Classical Revival style in the district was made just before the turn of the twentieth century. In only two years, 1898 and 1899, a group of seven buildings (**250-254; 256-260; 262-266; 268-272; 274-278; 280-290 and 292-302 Summer Street, streetscape photos, #29-33, 45**) with imposing Classical Revival style facades were built for wool wholesalers on the north side of newly opened Summer Street. All but one has been identified as the work of Boston Wharf Company architect Morton D. Safford. Classical Revival-style features seen in all of these buildings are the use of light-colored building materials; the Renaissance palace form; Roman arches, pilasters, friezes, cornices, keystones, and "thermal" windows in the arches of the arcaded facades; and other Classical features and ornaments.

This first cluster of high-style Classical Revival buildings set the pattern for development along the street, ultimately creating for this thoroughfare a high-style urban character with emphasis on the Classical Revival style. Four of the buildings in this original cluster were built next to one another in 1898. As a group seen standing abreast, these imposing buildings are variations on a theme, impressive for the substantial quality of their materials and for their unity of design. Executed in quality materials, they are similar to one another in the tripartite Renaissance palace treatment of their facades and the use of similar building materials and trim. Their bases all consist of brick pilasters, ribbed horizontally with rock-face granite strips. Their midsections consist of arrangements of tall arched panels to create the effect of arcades. Their top floors are all treated as ribbons of Roman-arched windows, and all have elaborate projecting copper cornices decorated with Classical Revival-style ornament. Some of the adjacent buildings are treated as a single structure.

Alternatively, **280-290 Summer Street (photo #30)** is an example of a single building made to appear as two, apparently with the purpose of breaking up its wide 16-bay façade. Although the materials and design features are the same for the two facades, their middle sections each have different designs. The west end has three arcades flanked on either side by pairs of windows. The east end is treated simply as three arcades. Although the building is similar in its overall design to other buildings in this group, its façade arcade is unusual in that the arches are elliptical, not Roman, arches. Also noteworthy are the keystones of the arcade, which are trimmed with carved sheep heads to symbolize the building's purpose as a wool merchant's warehouse. This same arcade design and the sheep's head keystones are used on both facades.

Unlike its neighbor, the eighteen-bay main façade of **292-302 Summer Street (1898, photo #14)** does not attempt to minimize its large size. Here the main façade is not broken up vertically to de-emphasize its width; rather, this building proclaims its size.

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Across its midsection is a row of no fewer than seven uninterrupted arch panels. To accent the vertical, its base section is only one story high. The ground-floor treatment contrasts with that of other buildings in the group, where two floors are expressed as one, hiding behind two-story pilasters. A large-scale and distinctive feature of this building is the off-center pair of monumental, roughly carved, two-story Roman granite entrance arches with enormous projecting keystones. This is one of the most memorable architectural features on Summer Street.

In 1899, the section of the street closest to the Summer Street Bridge was developed with three more buildings: **250–254 Summer Street (photo #29)**; **256–260 Summer Street (photo #31–32)** and **262–266 Summer Street**. Because of their location, these are some of the most highly visible buildings in the district. Not only are they the first to be seen by those crossing the Summer Street Bridge, but their main facades are also seen head-on from Melcher Street. They take a tripartite design, the lower level of which consists of the first two floors articulated as tall pilasters. They have strongly projecting and highly ornamented Classical roof cornices and are each distinguished by a pair of central arcaded panels. Each of these three buildings closely repeats the design of the other, yet none are exactly alike. Slight variations in the color of brick and trim and window sizes and arrangement are only a few of the subtle differences seen here. They were designed to complement each other but to read as separate entities, following the example of the first group completed the year before. A distinguishing feature is the monumental Tuscan column that marks the west corner of the lower floors of **250–254 Summer Street (photo #29)**. Changes to the lower two floors and windows of these buildings have altered their original appearances.

Classical Revival-style buildings very similar to those built on Congress Street in 1894 and on Summer Street in 1898 and 1899 were built for only a brief period after 1900. In 1900, **354–358 Congress Street (photo #27)** was built on the pattern set in 1894 by its neighbor to the east (**348–352 Congress Street (photo #s 25,26)**), the earliest surviving high-style Classical Revival building in the district. Similarly, a 1904 wool warehouse at **281–283 Summer Street** was built following the model of the 1898–1899 Summer Street buildings, with variations in stylistic treatment. However, when these buildings were built, their architect, Morton D. Safford, was already taking new directions in his work.

Important new design trends were already underway. Changes that were taking place involved the size and treatment of windows. Window openings were becoming wider. In 1901, Safford built a dramatically new-looking version of the Classical Revival style on the corner of Congress and Thomson streets. The main façade of the **Stillings Building, 364–372 Congress Street**, follows the design model of the two buildings to its west, but its window treatment is completely new. Panels in the pilaster-panel wall of its middle section are opened up to the entire pilaster-to-panel width and glazed with triple and quadruple double-hung sash with no masonry separations between them. The only portions of the much larger masonry panels of the earlier buildings to survive here are narrow horizontal panel strips below the windows. Window lintels in the form of decorative iron panels disguise the steel beams that make such wide window openings possible. The much plainer sides and rear of the building, with the exception of its corbelled eaves and small single windows at the top floor, suggest the large-windowed, spare architecture of American factories of the 1910s and 1920s.

A look at the six-story, yellow brick **New England Confectionary Company (NECCO)** factory built in 1902 at **253 Summer Street** and **11–17, 19–27, 29–37 Melcher Street (photo #11)** shows Safford working to balance technological advances with style. Here he combined the new large window type with a more simplified version of the Classical Revival style than he used in the Stillings Building. One of the most striking buildings in the district, the NECCO factory is notable not only for the distinctive curve of its Melcher Street façade but also for the elegant simplicity of its stylized expression of Classical architecture.

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Differences in window-wall ratio that distinguish the channel façade from the Melcher and Summer streets facades may reflect the uses for which each section was intended. A 1923 Sanborn map shows that at that time the southeastern portion of the building was dedicated entirely to manufacturing, while the arm that backs up to the channel housed both manufacturing and storage. It seems likely that manufacturing areas were lighted by the larger windows, while fewer and smaller windows were located in sections dedicated to storage.

As the 20th century progressed, the Classical style was expressed in a more stylized manner. Elements such as pilasters, friezes, cornices, dentil ranges, and modillion brackets were still used as ornamental features, but in simplified, geometric form, while ornament based directly on Classical precedents became rare. The use of light-colored brick for the main facades of Classical-style buildings was abandoned in favor of red brick with light-colored trim of limestone or cast stone. This color preference reflects early 20th century trends in American architecture.

Around 1908, architectural treatment took a new turn, away from the more elaborate and highly ornamented Classical Revival style of the 1890s but still derived from Classical precedents. This variant of the Classical Revival was widely used in the district until the Great Depression. Buildings were sometimes articulated as tripartite facades and other times as two-part facades. They typically have a ground floor with heavy piers carrying a cornice, with tall pilasters above. Within the embrace of the pilasters are, most often, two sets of double rectangular windows separated by a strip of masonry. Below the windows is a brick panel. The roofline may be treated with a cornice or parapet, usually trimmed with classically derived motifs. Examples of this design scheme vary in three-dimensional effect and in the amount of ornament used, but their facades are all articulated as a grid of simple verticals and horizontals drawn broadly from Classical models. Some early examples include **63 Melcher Street**, **28-32 Midway Street**, and **34-38 Midway Street**, built respectively in 1908, 1909, 1911, and 1912.

The 1913 **Kistler Leather Company Building, 319 A Street (photo #39)** represents the more stylized Classical style. The narrow, street-facing main façade of this five-story, red brick building is modest, well-balanced and pleasing. It takes the two-part, rather than tripartite, form and is treated with very little ornament. At the roofline is a parapet trimmed with a projecting cornice of limestone. Low-relief corbelled brackets, one above each pilaster, trim the area below the parapet. The design of the main façade gives no hint of the wide window treatment found on the less public facades, where triple windows occupy the full width of the panels between pilasters.

Two buildings with facades very similar to the main façade of the Kistler Building were built in 1913 and 1917 respectively at **35-37 Thomson Place** and **12-22 Farnsworth Street**. Here, low-relief roofline ornament is close in design to that seen on the Kistler Building. Perhaps the most remarkable feature of these buildings is the grid-like articulation of the facades and the smooth brickwork of the streamlined pilasters, panels, and cornices derived from Classical architecture.

Hints of the Classical influence are in evidence at the extremely severe building at **369-375 Congress Street (not depicted)**. This eight-story, flat-roofed loft is the only relatively unaltered example of reinforced concrete construction in the district. It is highly practical in its design, with little attempt at ornament. Built in 1918 and designed by Boston Wharf Company architect Howard B. Prescott, the concrete skeleton is trimmed with brick infill beneath its windows. The pilaster-panel design and stylized Classical trim at the parapet suggest Classical influence. Enlivening the roofline is a crenellated parapet treatment that terminates the main façade with an exotic flourish.

7.6 Fort Point Channel National Register Streetscapes

Streetscapes in the Fort Point Channel National Register District are characterized by a strong visual coherence stemming from similar massing and other common features. Building mass and density is unusually uniform throughout the area because most

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buildings are similar in height and are built out to their property lines. Since roofs are mostly flat, or have the appearance of being flat, the buildings all have generally boxlike forms. Architectural ornament is mostly concentrated at the entrances, windows and rooflines emphasizing these major functional parts. No projecting features other than roof cornices, parapet decoration, and three - dimensional ornamental details detract from the basic boxlike form. Also contributing to the visual coherence of the streetscapes is the predominance of the Classical Revival style. Strong unifying elements found throughout the area are Classical ornamental details, tripartite façade arrangement, and pilaster-panel façade treatment. On Summer and Congress streets, where there is a concentration of high-style Classical Revival-style buildings, classically inspired light-colored brick facades are a unifying feature.

The density of the district is a function of Boston Wharf Company's ownership of the land and its ability to lay out streets and lots to maximize ground coverage. Thus the visual character of the streetscape is partly due to the nature of the district's development, by a single, important real estate development company. The density, therefore, is related to the historically significant nature of the land ownership.

The combination of density and uniformity of mass create impressive streetscapes, for example, along the **north side of Summer Street (numbers 250 to 302, photos #14, 31-33)** between Fort Point Channel and the A Street Bridge, arguably the most imposing streetscape in the district. Here, a memorable march of Classical Revival gray, tan and pale yellow facades, designed similarly but not identically, presides over Summer Street, the district's principal artery and the widest thoroughfare.

Turning south, immediately after crossing the Summer Street Bridge, the **west side of Melcher Street** is particularly noteworthy for its curving expanse of Classical Revival facades from **numbers 11 to 37 (photo # 11)**. Laid-up in yellow brick, the drama of the great sweep of these former NECCO factory facades is enhanced by the drop in grade between Melcher's intersections with Summer and A streets.

Additionally, a memorable expanse of warehouse facades is displayed at **191-225 and 227-229 A Street (photo #43)** with their red and yellow brick facades providing a fine introduction to the southern part of the district.

7.7 FPCNRD Alleys

Alleys lined with tall buildings are some of the densest parts of the district, for example the ones running north-south parallel with land east of Sleeper and Farnsworth streets; one parallel with Congress Street between Sleeper Street and Thomson Place; and one between Buildings No. 1 and No. 2 of the Factory Buildings Trust complex. These enclosed places, often framing views of the buildings in the district, contrast with the wider streets, Summer and Congress streets, which have views of areas beyond the district. Necco Street, on the west side of A Street, possesses a streetscape reminiscent of the gritty, industrial scenes chosen for depiction in the paintings of Charles Sheeler and photographs of Walker Evans during the second quarter of the 20th century. Here, the narrow path of **Necco Street (photo # 45)** is bordered by utilitarian brick facades with considerable visual interest added by a massive, multi-story bridge linking buildings on either side of this atmospheric alley way.

7.8 Boston Wharf Company Sign

Further research is needed on the sign atop 253 Summer Street that announces in large block lettering "BOSTON WHARF COMPANY" (**photo #44**). Strategically located at the Summer Street Bridge entrance to the district, historic photographs suggest that a sign (a similar but not necessarily the present sign) has been located here since at least the 1920s.

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8. Architects/Builders (continued)

Joseph B. Strauss
Desmond & Lord
William Jackson
Harrison Henry Atwood
Bradley Winslow & Wetherell

C.A. Dodge (builder)

8.1 Statement of Significance

The Fort Point Channel National Register District, Boston (referred to throughout the nomination as FPCNRD), meets Criteria A and C of the National Register of Historic Places at the local, state, and national levels in the areas of architecture, commerce, community planning and development, industry, engineering, maritime history, and transportation. The District meets Criterion A in two respects. First, the site and structures exemplify a kind of enterprise—land-making and real estate development—that was characteristic of Boston and the region, and important to the economic and physical development of both the city and the region. Second, the district is an excellent example of a kind of urban loft district that was found in and near the centers of cities across the United States and played a vital part in the nation's economic life.

The district is situated on landfill created between the mid 1830s and the early 20th century by the Boston Wharf Company, a private wharf and later real estate development company. New England is famous for its 19th century manufacturing corporations, such as the pioneering textile firms of Waltham and Lowell. Real estate corporations were another regional business specialty, although their activities are less well known today.

Throughout the 19th century, many companies—from the Front Street Corporation, South Boston Association, and Broad Street Association early in the century, to the suburban land subdividers of later decades—formed to create land; to lay out and subdivide land; and to build, sell and manage structures, both for business and residential purposes. This sort of development organization was associated with Massachusetts. In the 19th century, several other states prohibited corporations from owning real estate or buildings that were not used by them in their business operations. Illinois was one such state. The device New England investors created to circumvent that state's law, which allowed them to pool resources in order to develop real estate in Chicago, was called a "Massachusetts Trust."

The Boston Wharf Company (referred to in this nomination as "BWCo") is an important example of a Massachusetts real estate development corporation. Boston Wharf Company's land-making created a large section of South Boston, roughly 96 acres in total. It made land and built infrastructure—streets, sewers, and lights—and also built structures on the land for sale or lease. This achievement is of local, regional, and national importance as an example of the work of a major company in a line of business that was a New England specialty.

From the start of its creation in 1836 until recent decades, the FPCNRD has been a place of business and a location for activities oriented to water transportation and industry. This changed in recent decades, after artists moved into lofts vacated by the warehousemen and manufacturers. The main period represented by the buildings today is the Late Industrial Period (1870-1915), and the main theme is of a warehousing and light manufacturing district on the periphery of a downtown business district, representing a time when Boston's economy was based on commerce and light manufacturing.

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The district represents the sort of urban loft district on the periphery of the commercial core that was once a standard and vital part of American cities. Boston was an important colonial-era port and it continued (and continues) to be a principal trade city. Goods arrived by ship, railroad and highway, and thus the city has always had warehouses and yards for transshipment and storage. The district originally served as a wharf for goods storage—in the mid-19th century, for sugar and molasses principally. Later the area developed into a site for industrial activities, including general warehousing and light manufacturing. The district has a large and well-preserved collection of lofts. At the time of their construction, the area had no residential population and lacked even public uses, except for a fire station. Much later, beginning around 1975, artists began to make studios and live/work spaces in the lofts to take advantage of the large well-illuminated space in a central location. The area's development must be understood in the context of Boston's and the region's economic development—specifically, changes in industry, commerce, and transportation.

Another historically significant aspect of the area was its importance as a center of the wool trade. During New England's reign as the center of wool cloth manufacturing in the United States, Boston merchants dominated the trade in apparel wool. In the 20th century, the largest of the wool merchants had warehouses and offices on Summer Street in the district. This history is recognized with a marker attached to 259 Summer Street. The district itself, given the many lofts built specifically for the wool trade that are still standing and not significantly altered, embodies this history.

With respect to Criterion C, the structures individually are excellent examples of a building type—the urban loft—that was important in the economic history of the city and the region. The district's lofts are also fine examples of a method of construction used in such buildings: warehouse construction. In their architecture, they are fine examples of styles popular in the city, region, and the nation during the late 19th and early 20th centuries interpreted for industrial buildings. But more important than the quality of individual buildings is their collective effect. The district is particularly noteworthy for the integrity of location and setting: it is an unusually well-preserved, clearly bounded, and largely intact district with few incompatible buildings and a moderate amount of exterior alteration. In this respect, it serves as an important national example of an urban loft district from the Late Industrial Period—a kind of area that is now obsolete for its original purposes and highly vulnerable to alterations for conversion to other uses, which might erode its special character. The district also retains integrity of design, materials, workmanship, feeling, and association. The period of significance for the district extends from 1836, when land making activities began, to the fifty-year cutoff at 1954.

The buildings of the FPCNRD are significant as excellent representatives of the loft type of structure, for the structural systems used in these buildings, and for the high quality of their design. They are distinguished examples of architectural styles that were popular during the period of their development, interpreted for warehouses and industrial structures.

The district is architecturally significant as an unusually coherent and well-preserved collection of late 19th and early 20th century lofts. Not only individual buildings, but entire streetscapes survive largely intact and unaltered, preserving the visual identity of the area as a loft neighborhood. The district is remarkable for the unity of its design, architectural style, building materials, massing, density, and scale. Such visual coherence is, in part, a consequence of the district's exclusively industrial-warehouse purpose. In addition, the area was developed by a single real estate company, the Boston Wharf Company. All land in the area was made by this company, which filled the site mainly from 1837-1882, although the final filling (of an inlet that once extended westward from Fort Point Channel across BWCo property near Binford Street) occurred in the 20th century.

The Fort Point Channel National Register District compares favorably with other loft districts nationally, including for example the Historic Warehouse District in Cleveland, Ohio (listed in the National Register of Historic Places in 1982). These wholesaling and warehousing districts often specialized in particular commodities produced or consumed in their regions. In

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New England such a commodity was wool—the raw material of the region’s woolen and worsted cloth manufacturers. Boston became the nation’s most important wool marketplace, and the center of the wool trade was Summer Street in the heart of the Fort Point Channel National Register District.

8.2 Boston Wharf Company

The first meeting of the Boston Wharf Company was held on October 22, 1835. The company was founded to provide docking and warehousing for vessels coming into the port of Boston. The company purchased flats and built wharves. From 1850s to the mid-1880s, BWCo specialized in the storage of sugar and molasses. The company took this direction following the appointment of a new director, Elisha Atkins (1813-1888)—a sugar importer and planter who also held stock in the Bay State Sugar Refinery. Atkins, via his barques, the *Neptune* and *Clothilde*, was a major figure in the sugar trade between Havana, Cuba, and Boston. Since imported sugar and molasses were subject to duties, they had to be kept in secure storage, “in bond” until taxes were paid. The company established bonded yards, enclosed by a tall fence, on both sides of the little inlet, within which it built large, one-story wooden storage sheds for storing the molasses.

Another outstanding figure in the early years of the Boston Wharf Company was William Freeman (1790-1870). Like Atkins, Freeman was an early president of the Boston Wharf Company. Freeman was a major importer of logwood, a Central American tree whose ground pulp produced a favorite dye for woolen goods. Freeman operated Newton’s Bemis Mill to grind the logwood between 1847 and 1870, and in 1863 became one of the organizers of the Aetna Woolen Mills, on the Watertown shores of the Charles River.

Early land-making by the Boston Wharf Company

Making land by leveling hills and filling the marshes and muddy flats that ringed Boston for the purpose of expanding the buildable area of the town is something Bostonians have been doing since the beginning of European settlement. Land-making was encouraged by the Commonwealth’s colonial-era riparian law, which “gives shoreline property owners rights to the adjacent tidal flats down to the low tide line or 1650 feet from the line of high tide, whichever is closest to the shore.” The original intent of this law was not to encourage land-making so much as to encourage waterfront landowners to build wharves.

Land-making only came into its own as an important activity during the first decade of the 19th century, with the formation of several land development corporations, some of which began to make new land for the purpose of increasing the developable area of the city. While land-making to create the Back Bay neighborhood during the second half of the 19th century is widely known, the filling project that created the bulk of the Fort Point Channel district remains a little known chapter in Boston’s development history.

Real estate developers and speculators were active on both sides of Fort Point Channel at the opening of the 19th century. Coinciding with the annexation of South Boston (originally part of the town of Dorchester) to Boston in 1804, prominent men with property interests in South Boston (Harrison Gray Otis, Jonathan Mason, Gardiner Green et al.) joined to build the first bridge linking the two areas. The South Boston Bridge, a toll bridge, opened in 1805. It was located at the south end of Fort Point Channel, extending from Dover Street (later East Berkeley Street) in Boston.

On the South Boston side of the channel, the South Boston Association, like Boston’s other land-making corporations, began to “wharf out” into the channel.” Later, in 1827-28, a more direct free bridge was built from the end of Federal Street in Boston to

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the Turnpike in South Boston (roughly the site of today's Dorchester Avenue Bridge). This interfered with boat access to the south end of the channel and encouraged filling on both sides of the channel south of the bridge. Organized in 1833, the South Cove Associates, between 1836 and 1839, filled the former wharves below the Free Bridge on the Boston side. This land became the site of terminals for the newly established railroads. Around the same time, north of the Free Bridge on the opposite shore, the Boston Wharf Company began its wharfing-out and land-making venture.

Incorporated in 1836 for the purpose of building and operating wharves, Boston Wharf Company evolved into an industrial real estate company at the end of the nineteenth century, as business conditions and opportunities changed. Between 1837 and 1882, Boston Wharf Company filled in the marshes to which it had rights in phases, advancing from south to north. By the 1840s the company had built a wharf with two huge arms. Filling continued north, the land made access easier, and led to the construction of the Mt. Washington Avenue Bridge.

No bridge served the northern part of the Boston Wharf Company site until 1855, when the Mt. Washington Avenue Bridge (demolished) opened and connected the company's land to Boston proper at Kneeland Street. Also around this time, the Midland Railroad (later the Boston, Hartford & Erie Railroad by 1863 and the New York and New England Railroad by 1875) obtained a right of way through the Boston Wharf Company site. Its tracks came from the south along the eastern edge of the wharf company's property and then crossed on a pile viaduct and continued on a bridge over the channel, ending at a depot in the newly filled South Cove area. This railroad bridge, roughly where the Summer Street Bridge crosses the channel today, also opened in 1855. Both bridges had to be drawbridges to allow boats access to wharves along the channel and in South Bay.

The highway bridge and railway were a boon to the Boston Wharf Company, which proceeded to extend its land north, as it was authorized to do by the state legislature in 1853. The company filled an L-shaped site up to the Summer Street railroad tracks, except for an inlet perpendicular to Fort Point Channel.

The inlet extended across the Boston Wharf Company lands in the vicinity of Binford Street and was left open to accommodate a "guzzle." According to Nancy Seasholes, the section of the South Boston Flats under development by the Boston Wharf Company was characterized by "a vast expanse of mud covered with luxuriant sea grass interlaced with navigable muddy brooks called guzzles." In 1846, the state legislature called for the Boston Wharf Company to cease filling operations and build a bridge across the guzzle near the future site of Binford Street. The inlet was greatly reduced in size between 1874 and the early 1880s as the result of land-making on the east side of A Street and disappeared altogether west of A Street by ca. 1920.

Post Civil War land-making at Fort Point Channel National Register District/ Seawall Construction

The next phase of the Boston Wharf Company land-making began after the Civil War, coinciding with the state's project to improve and develop Boston Harbor. The configuration of the landfill from Summer Street to Fan Pier was determined by the Board of Harbor Commissioners shortly after the commission's creation by the state legislature in 1866.

The Board adopted the plan proposed by the U. S. Commissioners that called for building a seawall and filling in the South Boston flats in order to concentrate the force of the tides. The commission had been formed, in part, to make the harbor more navigable and monitor land-making/wharf-building projects which might impede the tidal scour. It was during the landfill campaign of the 1870s that the section of the district north of Summer Street was created and Fan Pier (just outside the northern boundary of the FPCNRD) acquired its signature, curving seawall –enclosed shoreline.

Indeed, beginning in 1871, the Boston Wharf Company began "energetically" filling its flats with dirt excavated from Fort Hill on the Boston side of the channel. The fort that both Hill and Channel reference was a wooden, colonial-era fortification that

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once crowned a hill in the vicinity of High and Oliver streets, now the site of the towers of International Place. By the 1860s, the once-fashionable residential enclave of Federal and Greek Revival townhouses atop Fort Hill had deteriorated into an impoverished pocket of tenement housing. Beginning in 1868, Fort Hill was cut down, in part, to rid the city of substandard housing as well as to address the pressing need to create developable land along Boston's harbor front. The creation of new land on either side of Fort Point Channel with materials excavated from Fort Hill represents a late chapter in Boston's long history of using earthen materials excavated from hills to fill in flats.

In addition to the Fort Hill materials, a great deal of debris from the Boston fire of November 1872 was reportedly also used to fill the Boston Wharf Company flats. On June 24, 1873, a four-part agreement concerning the filling of the area north and east of the line of South Boston's future Summer Street extension was reached between the Board of Harbor Commissioners, the Boston & Albany Railroad, the Boston Wharf Company, and the City of Boston.

The agreement affected the course of the South Boston mudflats for many years to come. The board agreed to build a "heavy," 18-foot-high seawall composed of battered granite set on a broad foundation of broken stones that began twenty-three feet below mean low water. The seawall wrapped around twenty-five acres of landfill at the junction of the Fort Point and main channels, now the site of the Moakley federal courthouse (located just to the north of the district).

The wall itself, built of large granite blocks, began eleven feet below mean low water, was twenty-seven feet high, battered on both faces, and ballasted at the back with gravel and oyster shells. Similarly the Boston & Albany Railroad agreed to enclose their 50-acre parcel east of Fan Pier with a seawall. The Boston Wharf Company, in turn, enclosed their 25-acre parcel with a "light" seawall—a masonry barrier that extended from Summer Street to the future path of Northern Avenue.

The present seawalls between the Summer and Congress Street bridges, on both sides of Fort Point Channel, date from the mid to late 1870s and exemplify "light seawall" construction (**photo # 1**). The light seawalls along the Fort Point Channel were set in a trench excavated two feet below mean water and on a foundation of piles, shown in a plan at the bottom, driven 2 1/2 feet apart. The walls themselves are constructed of granite and have a battered face with a notch at the top to support a platform. The backs of the walls were to be ballasted with oyster shells, and the trench and the space between the piles were also to be filled with shells. The work of filling both the Commonwealth's Fan Pier parcel and the Boston Wharf Company's parcel was completed by 1882.

In 1875, the first Congress Street Bridge crossing the channel opened for traffic and linked Eastern Avenue (later Congress Street) in South Boston with Congress Street on the Boston side of the channel. Congress Street never became an important route in South Boston. The tracks of the New York and New England Railroad crossed it at grade; likewise, more tracks crossed A Street at grade, separating Congress Street from Boston Wharf Company's bonded yards. In 1900, the Summer Street Bridge opened. Because of its raised grade, which continued East on a viaduct, Summer Street's traffic flow was never impeded by railroad crossings at grade.

The present Congress Street Bascule Bridge (**photo# 3**) was completed in 1930. Built at a cost of \$765, 041, the bridge's 541-foot length, with a high percentage of its original mechanical features, is encased in a masonry envelope designed by the noteworthy Boston firm of Desmond and Lord, architects of the Parker House Hotel. Henri Desmond and Israel Lord were the founders of a practice that was in business from 1915 to 1980.

The construction of the bridge was started under a contract with Coleman Brothers, Inc., dated September 13, 1929. Granite was supplied by H. E. Fletcher of Chelmsford, MA. The Fletcher firm was responsible for the construction of the Massachusetts Avenue Harvard Bridge to Cambridge in 1892. Norwood, Noonan Company, another Chicago firm, was responsible for the

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bridge's electrical, mechanical engineering, providing the design for electrical systems, motors, gate machinery and warning signals. The mechanical infrastructure of the Congress Street bridge was designed by the Strauss Bascule Bridge Company of Chicago, Illinois along with the Boston Public Works Department Bridge and Ferry Division's engineer John E. Carty. Strauss and Company was the leading designer of Trunion Bascule bridges and did much to promote the use of their patented design with initial construction in 1905.

8.3 Principal Architects and Builders Working in the District

The principal designers of Boston Wharf Company buildings were Morton D. Safford (1842-1921) and Howard B. Prescott (1874-1956). They served as staff architects for the Boston Wharf Company, the former from 1893-1917, and the latter from 1917-1939. Little information exists in regard to either man. Safford, a native of Maine, is listed as an architect in Boston city directories for the years 1893-1920, during the time he worked for the Boston Wharf Company. Likewise, Prescott is listed in city directories for the years 1895-1918 in a partnership (Prescott and Sidebottom) and then alone from 1919-1939. Prescott and Sidebottom, but not Safford, were included on the list of Boston architects in Damrell's *A Half Century of Boston's Building*. Neither belonged to the Boston Architectural Club at the time (ca. 1895).

The cumulative effect of the contiguous Classical Revival street elevations within the late 1890s group numbered **250 to 302 Summer Street (photos #14, 31-33)** rank among the great design achievements of Morton D. Sanford within the district as well as one of the most compelling turn-of-the-century streetscapes in Boston. Among the buildings still extant to represent the work of Howard B. Prescott is a Boston Wharf Company warehouse at **47-55 Thomson Place (mid 1920s)**.

The Congress Street Fire Station (NRIND) at 344 Congress Street (photo #23) was one of several fire stations designed by Harrison Henry Atwood (1863-1954) during his tenure as City Architect, 1889-1891. Atwood was an office-trained architect, having apprenticed and worked in the offices of Samuel J. F. Thayer and the former City Architect, George A. Clough. Active in Republican politics, Atwood served as a State Representative for the 8th Suffolk district for three years before being appointed to the City Architect position. Following a period of private architectural practice, he was reelected four times to the lower house, 1915-1928.

A number of Boston Wharf Company buildings from the late 1880s and 1890s were constructed by building firm C. A. Dodge & Co. This company built the **J. S. Williams Stores (320-24 Congress Street, 1888, photo #18)**, **Boston Button Co. Building at 326 A Street (photo #10, 1890)**, and **Atlas Stores (316 Congress Street, photo # 21, 1890 and ca. 1893)** as well as several lofts on the north side of Congress Street between Sleeper Street and Thomson Place (some of which are no longer standing) and undoubtedly other buildings in the area. The firm was established in 1885 but it succeeded an earlier company, Vinal & Dodge, founded in 1879. By the 1890s, in addition to contracting, the firm dealt in building materials. The firm had an advantage when it came to getting Boston Wharf Company contracts in that it was a Boston Wharf Company tenant in the 1890s, having its yard at 244 A Street, a few steps away from company offices at 274 A Street, where Morton Safford had his office. The firm worked principally in Boston.

Additionally, the important Boston architectural firm of Bradlee, Winslow and Wetherell designed **American Railway Express Company building in 1888 at 343 Congress Street (photo #22)**.

Nathaniel J. Bradlee (1829-1888) is a key figure in the history of 19th century Boston architecture, turning out numerous private, public, ecclesiastical, railroad and other commissions in a succession of styles fashionable at the time. In 1872, he made Walter T. Winslow (1843-1909) his partner, and in 1884 he added George Homans Wetherell to the firm. Bradlee retired in 1886 and Winslow and Wetherell continued the practice. Bradlee, Winslow and Wetherell were responsible for the design of numerous town houses in the Back Bay during the late 1880s and 1890s.

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8.4 From sugar storage to industrial real estate development

The completion of the land-making coincided with a change in Boston Wharf Company's business model, from a storage business oriented to docks on the channel, to a developer of industrial and warehouse properties served by ships docking in the harbor as well as rail and trucks. There was little evidence of the company's future direction as of 1880. Except for its wooden sugar sheds around the inlet near Mt. Washington Avenue and the railway structures on the eastern side of the site (including a roundhouse), the Boston Wharf Company's land was only sparsely occupied. This situation changed during the 1880s, when revenues from sugar storage declined and the company looked for new products to store. With the opening of the Congress Street Bridge, the site could become an extension of downtown.

The company's foray into warehouse and factory development began where the Congress Street bridge touched down on its property. In 1882, Boston Wharf Company built the first brick loft in the district on the south side of Congress Street near the bridge: a warehouse called the Dorr Stores (eventually numbered 321-327 Congress Street, demolished). This loft was used for storing wool, cotton, and general merchandise.

After 1885, Boston's building code shaped the type of construction found in the district. Beginning with the 1885 building code, Boston required tall buildings, 80 feet or more, to be fireproof. In 1892, this rule was tightened so that new buildings over 70 feet, or existing buildings with floors added that brought them above this threshold, had to be fireproof.

The 1892 law was in effect when Boston Wharf Company erected the block of tall wool warehouses on the north side of Summer Street in 1898-99, the first fireproof buildings in the district. Other elements of the code that shaped the building frames were the requirements for walls and for floor loads. With regard to floor loads, the 1885 law required light manufacturing buildings to support 150 pounds per foot, while storehouses, warehouses, and machine shops had to support not less than 250 pounds. In 1892, the code lumped factories and warehouses together, all of which had to support 250 pounds.

On the north side of Congress Street, along the channel, sheds went up for Nickerson's Wharf. By 1889, several brick lofts had been built along or near Congress Street, some of which stand today. On the south side of Congress, between the channel and Dorr's, stood Lombard's Stores (later sold to Eben Jordan of Jordan, Marsh & Co.), which consisted of a wooden shed at the channel (demolished) and a 6-story brick storehouse.

Across Congress Street stood the 6-story brick storehouse of public warehouseman and weigher J. S. Williams (**320-324 Congress**, 1888, **photo #18**) and Putnam & Co.'s building (**326-330 Congress Street**, 1888, **photo #15**). Also constructed at that time was a large stable for American Railway Express Co. (**343 Congress**, **photo #22**, 1888) and the first three brick lofts (buildings separated by firewalls) for Atlas Stores at Congress and Sleeper streets. To give access to this building Boston Wharf Company built a street perpendicular to Congress, then named it Sleeper Street after Jacob Sleeper, a founder of Boston University and the Boston Wharf Company's president from 1860-1883; the street opened in 1887. This and many other streets laid out in the district were entirely within the Boston Wharf Company's site, which gave the company the opportunity to name them, and they did, after company officers and prominent tenants.

Boston Wharf Company did not limit itself to warehousing, but also sought to interest manufacturers in their property. Manufacturers were some of the earliest occupants. Chase & Co., candy makers and predecessor of **New England Confectionary Co. (NECCO)**, moved into a six-story loft at the corner of A Street and Congress (**347-351 Congress**, **photo #6**). On the opposite side of A Street, Tremont Electric Lighting Co., machine and lamp manufacturers, occupied a 4-story loft (the western side of the present 355-359 Congress).

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Another early manufacturer in the area was C. L. Hawthaway & Sons, maker of leather dressings and ink used in shoe manufacturing, which in 1887 occupied a two-story wooden factory nearby on A Street (demolished). Indeed, a pattern was established whereby the low wooden warehouses and sheds built from the 1880s through the early twentieth century to store everything from glass and crockery through theatre scenery were replaced by brick lofts.

Over the next decade of the 1890s, much development took place in the area despite a national economic depression that began in 1893. The Boston Wharf Company built new streets parallel with Sleeper Street: Farnsworth Street by 1891 and in 1896, A Street was extended across Congress Street to continue as Pittsburgh Street, now Thomson Place. Spur tracks ran down the streets so rail cars could make deliveries to the buildings. On the north side of Congress Street, west of Putnam & Co.'s warehouse, Boston Wharf Company built two six-story brick lofts, one of which is still standing at **332-334 Congress Street (photo# 26)**, while the other, a shoe factory, is now a vacant lot at Farnsworth and Congress.

The development of the north side of Congress continued in a westerly direction with the Congress Street fire station; a 5-story loft into which C. L. Hawthaway & Sons moved (1894, demolished); and another 5-story loft (**348-352 Congress, photo #s 25 & 26**, 1894). Behind this block, on Farnsworth, a 5-story warehouse went up at 11-15 Farnsworth Street in 1893 (not depicted). Finally, for a brief time, on Congress Street to the west of Farnsworth Street, stood the ballpark of the Boston ball club of the Player's League (demolished). This league lasted for just one year, 1890, but the ballpark remained standing at least until 1894, when the Boston club of the National League played there as a stopgap measure after a fire destroyed the Walpole Street Grounds in the South End. During that time Boston's Bobby Lowe became the first major league ballplayer to hit four home runs in one game. The ballpark came down when Boston Wharf Company put in Pittsburgh Street.

The late 1890s construction of the Commonwealth Pier, north of the district (now the World Trade Center), required the construction of a bridge and boulevard connecting Boston with the new pier. Northern Avenue's construction, just beyond the northern edge of the district was authorized by a state act in 1903. In 1908, the Northern Avenue Bridge (**photo# 5**) was completed, linking the Fan Pier area with the section of the Boston waterfront adjacent to Rowe's Wharf.

Meanwhile during the 1890s, the southern end of the district became a manufacturing zone. Boston Button Co. occupied a 6-story loft on A Street (**326 A Street, photo #10**), which towered over all other buildings south of it when it was completed in 1890.

South of the railroad tracks, lining the east side of A Street, were the plants of Rochester Brewing Co., Albert and J. M. Anderson Machine Shop, and Boston Plate and Window Glass Co. (all demolished). A notable project in this decade was undertaken by Samuel Wormwood and his associates south of these buildings on a roughly 3-acre site purchased from the Boston Wharf Company, between Wormwood and Binford streets. The complex consisted of five principal buildings, all six-story brick lofts, which like Boston Wharf Company's buildings covered almost the entire site, with only narrow passages between the buildings, which, with the streets on the north and south sides, allowed in air and sunlight. Known as the Factory Buildings Trust, the complex offered factory space to let; the buildings were supplied with electric light and power from its own power plant, situated at the eastern end of the complex (demolished, but the plant's massive chimney survives). South of Binford Street on A Street stood the first of the lofts that eventually would line A Street and Midway Street.

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The pace of loft construction got a particular boost when the tracks of the Boston, Hartford & Erie Railroad were replaced by the extension of Summer Street from downtown across the channel via the Summer Street Bridge (1900). This involved a realignment of their tracks to the Boston side of the channel, which allowed the railroad bridge and the tracks crossing the Boston Wharf Company property to be removed, freeing the land for development.

These events were arguably the most important for physically shaping the streetscape we see today in the district. The unidentified author of *One Hundred Years of the Boston Wharf Company* (1936) considered the erection of the **Summer Street Bridge (photo #4)** nothing less than “an epic event in the history of the Boston Wharf Company.”

The general plans for the Summer Street Bridge were approved by the Board of Harbor and Land Commissioners on September 7, 1897. The bridge was apparently the design of Boston City Engineers William Jackson and John E. Cheney. It was built in conjunction with the planned extension of Summer Street to South Boston. Contracts for building the west abutment were awarded on October 7, 1897, and the masonry abutments and piers were completed December 30, 1898. The steel superstructure of the fixed span was completed June 15, 1899, and the timber piles for the draws and necessary draw piers in August of 1899. The first of the two draws was put into service on August, 14, 1899, powered by a temporary steam plant until electricity was installed. The draw foundation and piers was designed by William Lawler. The Berlin Iron Bridge Company of Berlin, Connecticut, built the draws and A. & P. Roberts Company built the fixed spans. General Electric supplied the draw-making machinery that was built by Miller & Shaw. The cost of the bridge, together with the Summer Street extension was \$1,177,816 as of 1900. Summer Street provided easy access between Boston Wharf Company's site and downtown, and the grade separation made it an important thoroughfare in South Boston.

As work on the bridge progressed, Boston Wharf Company laid out new streets according to plans for the eventual development of the land, “which anticipated the actual construction in such a manner that the work of building on both sides of Summer Street and adjoining streets was remarkably simplified.” The raised grade necessitated a bridge over A Street and created the most striking urban design feature of the district: a road curving from the elevated Summer Street down to grade at A Street. Named Melcher Street (**photo #11**) for Boston Wharf Company superintendent Lewis Melcher, the road was laid out in 1897.

Boston Wharf Company was a real estate company by this time. It built structures to suit specific tenants, which it leased or sold to them. It also sold land. Boston Wharf Company identified its buildings with the company's initials and date; early on, it started to identify its buildings with round, bronze plaques that contained the company's monogram and date of construction. These plaques can be seen on many of the buildings in the district today, and the company continues the tradition by putting plaques on its new buildings.

Leading the company in the direction of real estate development was the energetic and well-connected businessman, Joseph Ballister Russell (1852-1929). He was appointed a Boston Wharf Company director in 1882. Joseph became the company's treasurer in 1886, a position he held for four decades. His younger brother, William Eustis Russell, served as governor of Massachusetts during the period 1891-1894. Joseph helped develop the company's property into an industrial district, constructing factories and warehouses and finding tenants for the space. Russell lobbied hard to bring the Summer Street highway bridge into existence, and his success in accomplishing this was important to the company. He served as director for several Boston banks; the New York, New Haven & Hartford Railroad (which took over the tracks through Boston Wharf Company land); and West End Street Railway Co., and later as president of Boston Elevated Railway Co., among many business interests and positions. He also was an officer of the Boston Real Estate Exchange and president of the Boston Chamber of Commerce in 1912.

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In addition to Melcher Street, the company laid out streets north of Congress, parallel to Sleeper Street. Development of the north side of Congress Street progressed from west to east and concluded with the massive buildings at **364-72 Congress** and finally **374-84 Congress Street (not depicted)**. Summer Street, between the channel and A Street was developed as a monumental city street, lined on the north side with nine-story, fireproof lofts (1898-1899) intended for wool merchants. Summer Street's southern streetscape developed more slowly, between 1903-1910. The Boston Wharf Company took offices in the prominently sited building with the curved corner at 253 Summer Street (corner of Melcher Street). East of the A Street Bridge on the south side of Summer Street stood the buildings of Dwinell-Wright Company, tea and coffee importers; Howes Leather Company; and Joseph Middleby, Jr., maker of bakery and confectioners supplies.

The south side of Melcher was built up in 1902 for the recently organized New England Confectionary Co. (NECCO). Formed by the merger of three candy making firms, including Chase & Co., NECCO. occupied a group of buildings numbered 253 Summer Street and 11 to 37 Melcher Street. NECCO's history begins in 1847, when Oliver R. Chase of Boston invented a candy machine—a lozenge cutter. He and his brother Silas Edwin, founded Chase & Company. In 1866, another brother Daniel, invented the Lozenge Printing Machine, used to create “conversation Candies,” the ancestor of message candies like Sweethearts Conversations Hearts, a Valentine's Day staple. Chase & Co. was one of the earliest manufacturers to locate in the district, having established there in the 1880s. NECCO moved its headquarters from Melcher Street to Massachusetts Avenue in Cambridge in 1928.

The rest of the block on Melcher, to A Street, contained two wool warehouses and a factory occupied by French, Shriner and Urner, shoe manufacturers, (**63 Melcher Street**). South of this block, at A Street and Necco Court, a large factory building was built for the George E. Heath Company, another large shoe manufacturer, with factories throughout Massachusetts. Meanwhile, lofts went up on the east side of A Street south of Binford Street, and on the east side of Midway, which opened between Richards and Binford Street in 1897.

The land south of Necco Court on the west side of A Street—comprising the area of the old sugar yard—with the exception of the Keith Company factory, contained only large storage sheds. In 1924, Boston Wharf Company officials contemplated building up Necco Street, which ran south from Melcher Street to the bonded yards, with lofts that, according to a company history, were to be “splendid new buildings, equipped with every desirable advantage that modern engineering extends.” But economic conditions did not warrant this development at the time. These plans were never realized as the result of obstacles associated with the Great Depression and World War II.

When development tapered off in the 1920s, the site was almost completely covered with buildings (the exception was the bonded yard area). By 1929, the Boston Wharf Company had erected some 90 buildings.

8.5 Rise and Fall of America's great wool market place

While many people equate cotton textile manufacturing with the textile industry generally, in fact, wool production was a separate and important branch of the industry, and its development followed a somewhat different course. The general outlines of the wool cloth manufacturing in New England were the same as those of cotton—from dominance in 19th century, followed by a geographical shift in production to the southern states, and finally a collapse of the industry in the face of overseas competition. However, the timing of these events differed in the cases of cotton and wool manufacturing. In the case of wool textiles, employment and production continued to be concentrated in New England well into the 20th century, long after cotton textile manufacturing had moved south. Wool was harder hit by the development of synthetic fibers than was cotton. Overall demand for wool cloth fell in the second half of the 20th century as Americans simply bought less wool clothing. These

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developments had an impact on the woolen and worsted mills that were the mainstay of New England's industry. Nevertheless, in the first half of the 20th century, wool manufacture persisted and even flourished in New England. One of the byproducts of this persistence was Boston's continued dominance as a wool market. This market was located in the district.

American-grown wool was highly varied and uneven in character. Wool varied according to fineness, length and strength of fibers, as well as color, luster, suppleness, intermingled black hairs, cleanliness, and amount it would shrink when washed. To classify it required dozens of categories. In this respect wool differed from other agricultural commodities, like cotton and wheat, which fell into far fewer categories. Because of this variability, the work of a wool merchant was complex, requiring much knowledge of the material and entailing risk because of uncertainty over prices. Price information was not as available for wool as it was other agricultural commodities like wheat or cotton, which were handled through exchanges.

An effort in the 1890s to establish a wool exchange in New York City foundered on the great variability of wool. Manufacturers had to actually see samples of wool in order to choose material suitable for the particular products they intended to make. Dealers looking for a certain kind of wool to fill an order would visit other merchants to buy from them. Moreover, many wool manufacturing firms were small and produced small runs of the designs they offered. The varied requirements of the manufacturers, and the variability of the raw material, created an important role for the wool merchant. And the need for a convenient place where buyers could see wool, and from which wool could be dispatched for quick delivery when it was required, supported the development of a centrally located wool market. During the 19th and early 20th centuries, the manufacture of wool apparel fabrics (called woolens and worsteds) grew and became geographically concentrated in New England. Boston—the largest commercial center in the region—developed into the nation's principal marketplace for apparel wool, the place where the nation's wool merchants had their offices and warehouses.

Boston took an early lead in this direction in the 19th century when New England was the center for both sheep raising and wool textile production. Wool dealing as a distinct line of business evolved along with the growth in wool manufacturing: merchants who were selling agents for textile mills began to buy and deal in raw wool as well, and eventually some firms specialized in wool trading. In the latter part of the 19th century, first the mid-west and later the far west became the leading wool-growing regions. Imports from Australia and South America also increased. Buyers from the Boston wool houses bought product from all the sheep-raising states and countries (or took it on consignment); wool was brought by rail and ship to Boston. The bulk of this wool arrived ungraded. In Boston, the dealers graded the wool—grading is an art, the value dealers add to the raw material—and packaged graded lots in quantities to suit their customers at the mills, ready for delivery when required. Attempts were made periodically, for example by Western wool growers and New York entrepreneurs, to dethrone Boston as the nation's largest wool marketplace, but they did not succeed. As long as the raw material, and the requirements of manufacturers large and small, remained diverse, the middlemen served a valuable function in the production process. And as long as wool manufacturing remained concentrated in New England, Summer Street reigned.

Thus, just as it had a centrally located leather district to serve the shoe and boot industry, Boston had a wool district. Because of the seasonality of the industry and, in the 19th century at least, the often large fluctuations in demand from year to year; wool tended to accumulate and merchants needed a lot of space to store it until customers bought it. Thus they built large warehouses where they sorted, graded, and packaged wool, and had their offices. In the mid-1880s, wool warehouses clustered on Federal Street and nearby, along Franklin, High, and Purchase streets and Atlantic Avenue. Wool storage expanded in the downtown in the 1890s: the new land on the east side of Atlantic Avenue was developed with huge wool warehouses. Following the opening of the Congress Street Bridge, the industry spread across the channel to South Boston.

The first of the Boston Wharf Company's brick lofts, the Dorr Stores on Congress Street (demolished), was used partly for wool storage. The trickle of wool dealers across the channel turned into a flood in the early 20th century, when the wool merchants

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generally relocated to the Fort Point Channel area. The precise motivation behind this migration is unknown but can be guessed at. On the one hand, there was the push of expanding retail and financial /office businesses in the downtown—firms that could outbid wholesaling firms for space. On the other hand was the pull of the new, substantial buildings that the Boston Wharf Company erected, which had good ship and rail connections yet were near Boston's downtown. The Boston Wharf Company anticipated that wool merchants would be important tenants for their lofts: to coincide with the opening of the Summer Street Bridge, the company developed the block on the north side of Summer Street, between the channel and A Street, as fireproof wool warehouses.

Until the 1940s, wool wholesaling flourished along with New England's wool manufacturing industry. By 1919, the region became the center of the nation's woolen and worsted industry. Between 1870 and 1920, employment in the wool manufacturing in the region increased 80% yet, with greater automation and improvements in productivity, the quantity of wool used at the mills increased at double this rate. The wool merchants took over lofts when other sorts of warehousing and light manufacturing left them. Wool merchants came to dominate the district; lofts throughout the district as well as in adjacent areas in South Boston were stuffed with wool. Jeremiah Williams, wool merchant, along with other investors built a large wool warehouse to the east on Summer Street, at D Street. Three large warehouses erected outside the district at 401, 415 and 423 Summer Street, built in 1917-1919, were advertised as the largest wool storage facility in the world.

Looking at the industry in its heyday, during the first half of the twentieth century, we find the nation's woolen mills concentrated in New England, with the majority in Massachusetts, and Boston merchants handling a large share of the nation's wool clip. An investigation of the industry during the 1930s found that 60-75% of wool grown in the U. S. passed through Boston. Moreover, for the years 1933-1935, nine wholesale firms alone handled 41% of all U. S. wool, and eight of these firms were located in Boston—and not only in Boston, but on Summer Street. The Boston Wool Trade Association had 230 firms as members. Open top trucks, piled high with bags of wool, plied Summer Street. The pulleys that project from roofs over the tiers of loading doors (called "whips") were used to raise and lower bags from and to the trucks. The large sheds in the old sugar yards became storehouses for imported wool that was subject to duties. Representatives from the mills came into Boston to inspect the wool; independent agents roamed from firm to firm looking for product to fulfill orders; representatives of foreign producers went on sales-calls to the merchants with their bundles of woolen samples. When wool merchants wanted to take customers to lunch, they went to nearby Jimmy's Harborside restaurant, still in business on Northern Avenue, where tables would always be ready for the men in the business. According to a history of the wool industry published in 1926, Summer Street was "known the world over in wool circles."

During the period 1920 to 1946, the textile industry fluctuated greatly—cast down by an agricultural depression that began in 1920, then recovery, then the Great Depression, followed by prosperity during World War II. After 1947, the industry went into a steep and irreversible decline. Several factors contributed to this decline. One was favorable labor costs in the southern states relative to New England, something that had already lured away cotton textile manufacturing. Wool firms began to open plants in the South and close them in the North. Another was the increased use of synthetic fibers. When synthetic fibers were blended with wool, they did not affect output and employment at the mills, but did reduce the demand for raw wool. Later, synthetics replaced wool for many purposes; Americans in the second half of the 20th century simply wore less wool clothing. In 1947, over half of the nation's establishments (453) and nearly two-thirds of all production workers in the wool and worsted industry (about 105,000 employees) were located in New England. Twelve years later, in 1958, the number of establishments had fallen 41% and employment had dropped a stunning 71%-- production and the number of looms had fallen dramatically.

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After this, the industry continued to decline, gradually but inexorably. Eventually the remaining mills had to compete not only with southern mills, but with foreign manufacturers. The wool and woolen industry in the United States declined to a shadow. In 1989, there were 47 woolen mills in New England. Today, only one mill in New England, purchases wool to spin and weave at its plant.

Associated with this manufacturing decline was the shrinking and eventual disappearance of Boston's wool market. During the second half of the 20th century, when the number of mills dwindled, salesmen representing the dealers went out to the mills with samples, rather than mill agents coming into Boston to buy. As customers disappeared, the reason for maintaining large stocks of wool in Boston also vanished; rather, wool could be warehoused near the source. In 1951, about half of the space in Boston Wharf Company buildings was devoted to the wool industry. By 1963, only 200,000 square feet was used for wool. Wool merchants continued to keep offices in Boston into the 1980s; some were located on D Street in South Boston and Lincoln Street downtown. The last of the Summer Street wool firms, Forte, Dupee, Sawyer Co., left its building at 311-319 Summer Street in 2000. All that remains of this vanished industry in the district is a historic marker sponsored by the Boston Wool Trade Association, placed on 259 Summer Street in the autumn of 2002.

8.6 Art for Wool

By the 1950s, development of the district as a site for warehousing and manufacturing had come to an end. Boston Wharf Company completed its land-making when it filled the inlet, partly by 1919 and finally out to the sea wall between 1928 and 1948. The loft built in 1929, a reinforced concrete building at **51 Sleeper Street**, turned out to be the last of the type. The Great Depression, World War II, and the changing city and regional economy stalled and then ended further loft development.

As Boston's wool market declined along with New England's wool textile industry and business sought suburban locations with good highway access, prospective tenants for Boston Wharf Company lofts from traditional industries dwindled. Vacancies became widespread. Then in the 1970s, artists discovered the area. One of the first buildings occupied by artists was **34 Farnsworth Street (not depicted)**. In the 1980s, they occupied buildings on A, Farnsworth, Congress, and Melcher streets. After Forte, Dupee, Sawyer Co. vacated the top three floors of the loft it occupied—no longer needing the space for warehousing wool—artists moved in. The artists were attracted to the district's buildings because the large lofts facilitated work on large canvases and sculptures. Large windows provided ample natural light. The vast amount of square footage on each floor of these buildings were also attractive as museum and exhibit spaces (e.g. Children's, Mobius, Touchable Stories)

By 1980, so many artists had located in the area that an Open Studios event could be held. In that year, 200 artists joined to organize the Fort Point Arts Community (FPAC), which received support from the National Endowment for the Arts—NEA's first grant to a neighborhood arts organization.

Boston Wharf Company cooperated with the artists and helped the artist community to develop. Many of the artists who set up studios in the district's lofts also lived in their studios, although city codes did not allow this. The artists subdivided floors, put in kitchens and bathrooms, and created live/work spaces. They also provided means of emergency egress from the buildings, which were now partly residential. As their numbers grew, the artists organized to negotiate leases collectively with Boston Wharf Company. Around 1995, artists leased floors in eighteen different district buildings. But as lessees, and often illegal residents, the artists' tenancy was precarious.

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In the 1990s, the wider world discovered the potential of the district as a place to live and work. Today, when artists' leases expire, the buildings are redeveloped mainly for offices, retail and high-end residential. For example, until February 2002, **288-304 A Street (not depicted)** had been home to several arts and community organizations and over 50 artist studios. The building is now being redeveloped for office space. One former tenant, the Revolving Museum, left Boston for Lowell. Buildings at the southern end of the FPCNRD on A and Midway streets had been occupied by perhaps fifty artists when Beacon Capital Partners purchased the property for redevelopment.

Nevertheless, many artists continue to live and work in the district and some have secured their continued presence in the district by becoming building owners. Two buildings, 249 A Street and 300 Summer Street, are owned by artists. FPAC purchased 300 Summer Street, renamed the Artist Building, and created a limited equity co-op in 1995. It contains 48 live-work spaces as well as offices and commercial space. Another FPAC project, 249 A Street, contains 44 live-work studios.

An even more ambitious project that will create studios and exhibit spaces for artists is being undertaken by the Fort Point Cultural Coalition (of which FPAC is a member), which was formed in 1999. In a joint venture with Keen Development Corp., called the Fort Point Development Collaborative, the group is redeveloping three lofts on Midway Street, part of the property acquired by Beacon Capital Partners, into 89 live/work studios, with support from Beacon.

Alert visitors to the district will sense they are in an artistic milieu when they discover outdoor artworks, such as Clark University art instructor Danielle Kremer's crockery filled sidewalk cracks on Melcher, Summer and A streets, and the oversized canister formerly on the Summer Street Bridge over A Street. Since 1977, the forty-foot-high **Hood Milk Bottle** in the park along Fort Point Channel adjacent to the Children's Museum has become a defining sign along the South Boston waterfront. With a capacity of 50,000 gallons, its structure is made entirely of wood and was built in 1930. Cut in half and brought to South Boston (from an unidentified location) by barge, it was reassembled to serve as a seasonal refreshment stand.

Representatives of artist groups serve on committees concerned with planning the future of the area, the Seaport Alliance for Neighborhood Design. SAND is mandated to advocate for long-range planning ideals, envisioning the South Boston waterfront as a vibrant, diverse community with a distinctive character and sense of place. SAND members were among those who petitioned the city to designate Fort Point as a Historic District.

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Robert Peterson, long – term employee with Forte, Dupee, Sawyer Co., wool merchants.

Arthur Wheelock, former owner, Stanley Woolen Co., woolen mill, Uxbridge, Mass.

Jerry Wheelock, former worker in Stanley Woolen Co., son of Arthur Wheelock.

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Verbal Boundary Description and Justification

The boundaries of the Fort Point Channel National Register district were drawn to encompass the land, buildings, and structures created by the Boston Wharf Company and associated with the development of this area between the mid 19th and the mid 20th centuries. See enclosed maps.

Starting at the northwest corner of the Fort Point Channel National Register District:

From a point at the northeast corner of parcel #030296000 on Atlantic Avenue, at the outer, western edge of the sea wall on the west side of Fort Point Channel, the northern boundary extends due east across the channel to include the seawall on the east side of Fort Point Channel, just north of the Northern Avenue Bridge and encompassing the pier beneath the bridge. The boundary turns south and continues along the outer, eastern edge of the seawall on the eastern side of the channel to the northwestern edge of parcel #0602635000 on Congress Street; at this corner the boundary turns east to follow the northern edge of this lot, crosses Sleeper Street, and turns north again to follow the eastern side of Sleeper Street, to the northwestern corner of parcel #0602670000, then turns east to follow the rear, southern lot lines of properties on Seaport Boulevard to the corner parcel #0602652003 on Stillings Street, two lots past the Pittsburgh Street (Thompson Place)/Seaport Boulevard intersection. The district boundary turns south at the northeast corner of parcel #0602652003.

The eastern boundary, from north to south, begins at the northeastern edge of the lot at parcel #06026552003 at Stillings Street and continues south through the western side of Stillings Street until it crosses over to the northeastern edge of parcel #0602650000. Following the northern edge of parcel #0602650000, the boundary travels east to West Service Road.

The boundary then turns south at the northeastern corner of parcel #0602650000 and continues directly south, in line with the western side of West Service Road, until it reaches the north side of Wormwood Street to parcel #0602754010. The boundary encompasses all of parcel #0602754010 to Binford Street, where it turns west, following the same parcel to its southwestern corner. Here, the boundary turns south to cross Binford Street and continues south along the eastern edge of parcel #0602750020. At the southern edge of parcel #0602750020, the boundary turns west to Channel Center Street (Midway Street), turns north briefly and crosses the street to follow the southern edge of parcel #0602757010. Where parcel #0602757010 meets A Street, the boundary turns north to follow the western edge of A Street to the northwestern edge of parcel #0602756010, where it turns westerly and crosses A Street. The boundary travels west along the southern edge of parcel #0601166035 and parcel #0601166045. At the southwestern corner of parcel #0601166045, the boundary turns north along the eastern edge of Necco Street, then turns westerly across Necco Street to follow the rear of the buildings at 5 and 6 Necco Place; it turns northerly along the western edge of 6 Necco Place. Directly across from the northwest edge of 6 Necco Place, the boundary crosses the street and follows the northern edge of Necco Place to the seawall.

Where Necco Place ends at the seawall, the boundary turns south and travels along the eastern outer edge of the seawall, bearing west to follow the seawall toward Dorchester Avenue. At Dorchester Avenue, the boundary turns north and follows the western, outer edge of the seawall back to parcel #0302960000.

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Parcel ID#	MHC#	St.#	Property Address	Historic Name	Date	Architect	Construction	Architectural Style	C/NC/Resource Type
0602757010	5502	205	A Street	Boston Wharf Company	1919	Howard B. Prescott	warehouse	Classical Revival	C/B
0602757010	5503	207-209	A Street	Boston Wharf Company	1916	Morton D. Safford	warehouse	Classical Revival	C/B
0602757010	5504	211-213	A Street	Boston Wharf Company	1915	Morton D. Safford	warehouse	Classical Revival	C/B
0602757010	5505	215-225	A Street	Boston Wharf Company	1922	Howard B. Prescott	warehouse	Classical influence	C/B
0602757010	5506(229)	227-229	A Street	W. S. Coringley & Son/BWCo	1903	Morton D. Safford	warehouse	Classical Revival	C/B
0602758000	5507	239-241	A St.	Frederick Barlow Building	ca. 1895		ordinary	Romanesque Revival	C/B
0602759000		245	A Street	vacant lot					V
0602752000	5508	249-255	A Street	Fctry Bldgs Tr. IndusBldg.#1	ca. 1895		warehouse	Italianate	C/B
0602756001	5509	261	A Street	vacant lot					V
0602756010		287	A Street	vacant lot					V
0601166035		288-304	A Street	Boston Wharf Company	1912	Morton D. Safford	warehouse	Classical Revival	C/B
0602746000		289	A Street	vacant lot					V
0602747000		295-297	A Street	vacant lot					V
0602760000		309	A Street	Deli-Zioso lunchroom	20thc.		wood frame		NC/B
0602761000	5511(321)	319-321	A Street	Kistler Leather Co./BWC	1913	Morton D. Safford	warehouse	Classical Revival	C/B
0602761001		319R	A Street	Dwinell-Wright Co. warehouse	1923		warehouse	Classical Revival	C/B
0602763000		323	A Street	Dwinell-Wright Co./BWC	1904	Morton D. Safford	warehouse	Classical Revival	C/B
0602707000		324	A Street	A Street Deli	1945		concrete block		NC/B
0602706000		326	A Street	Boston Button Co.	1889, 1890	Morton D. Safford	warehouse	Romanesque Revival	C/B
	9002		Congress St.	Congress Street Bridge	1930		Single leaf bascule		C/St
				& Tenders hse			utilitarian		C/B
			Congress St.	The <i>Beaver</i>			reproduction vessel		NC/St
0602691000		305	Congress Street		1983/2000		new construction		NC/B
0602635000		308	Congress Street	H. P. Hood Milk Bottle	1934		wood frame	Roadside Fantasy	C/B
0602692000		313	Congress Street	Lombard's Congress St. Sto.	1886/1985		warehouse	Italianate/Panel Brick	C/B
0602635001	5516	316	Congress Street	Atlas Stores General Storage	1890/93/19	Morton D. Safford	warehouse	Panel Brick	C/B
0602669000	5517	320-324	Congress Street	Joseph S. Williams Stores	1888/1998	Morton D. Safford	warehouse	Italianate/Panel Brick	C/B
0602693000		321	Congress Street	vacant lot					V
0602668000	5518	326-330	Congress Street	Putnam & Co./Bost. R. E. Tr.	1888	Morton D. Safford	warehouse	Romanesque Revival	C/B
0602667000	5519	332-336	Congress Street	Boston Wharf Company	1892-1893	Morton D. Safford	warehouse	Classical Revival	C/B
0602666000		342	Congress Street	vacant lot					V
0602694000	5520	343	Congress Street	American Railway Express Co.	1888/36/20	Bradlee, Winslow et al	fireproof/steel/conc.	Romanesque Revival	C/B
0602658000	5521	344	Congress Street	Congress St. Fire Sta.	1891	H. H. Atwood	suspended floors	Romanesque Revival	NR 1987
0602657000		346	Congress Street	vacant lot					V
0602695000	5522	347-351	Congress Street	Chase & Co. candy factory	1887/1890		warehouse	Italianate	C/B
0602656000	5523	348-352	Congress Street	Boston Wharf Company	1894	Morton D. Safford	warehouse	Classical influence	C/B
0602655003	5524	354-358	Congress Street	Boston Wharf Company	1900	Morton D. Safford	warehouse	Classical Revival	C/B
0602684000	5525	355	Congress Street	Tremont Electrical Co. Bldg.	ca.1905		ordinary & wareho.	Italianate	C/B
0602685000		359	Congress Street	vacant lot					V

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0602654000	5526	364-372	Congress St./1 Thomson Place	Stillings Bldg./BWC	1901	Morton D. Safford	warehouse	Romanesque Revival	C/B
0602686000	5527	369-375	Congress Street	BWC wool warehouse	1918	Howard B. Prescott	fireproof/reinf.conc.	Italianate	C/B
0602646000	5528	374-384	Congress Street	Harvey Bldg./ BWC	ca.1903	Morton D. Safford	warehouse	Classical Revival	C/B
0602687000	5529	381-389	Congress Street	Boston Wharf Company	1907	Morton D. Safford	warehouse	Classical Revival	C/B
0602658001	5530	11--15	Farnsworth Street	Brown-Durrell Co. Wareho.	1893	Morton D. Safford	warehouse	Italianate	C/B
0602665000	5531	12--22	Farnsworth Street	Boston Wharf Company	1917		warehouse	Classical	C/B
0602658002,		17-31	Farnsworth Street	Farnsworth St. Garage	1987		new construction		NC/B
0602659000, and 0602660000									
0602664000	5532	24-32	Farnsworth Street	Bell Tel./N.E.T.&T. Co.	c1895/1987		warehouse	Classical/Rsque	C/B
0602660001	5533	33-39	Farnsworth Street	Boston Wharf Company	1909		warehouse		C/B
0602663000	5534	34-36	Farnsworth Street	Boston Wharf Company	1909		warehouse/		C/B
0602662002		38	Farnsworth Street	vacant lot					V
0602660002	5535	41-45	Farnsworth Street	Jones/McD. & Stratton Co.	1908		warehouse	Classical Revival	C/B
0602662001	5536	44-54	Farnsworth Street	B.W.C./E.T. Ward Sons Co.	1915/2000	Morton D. Safford	fireproof	Classical influence	C/B
0602661000	5537	47-53	Farnsworth Street	Boston Wharf Company	1895		warehouse	Romanesque influence	C/B
9692662000		end of	Farnsworth Street	vacant lot					V
0602702000		10	Melcher Street	Boston Wharf Co. Offices	1905	Morton D. Safford	fireproof	Classical Revival	C/B
		10	Melcher Street	BWCo. Roof sign	20thc.		Structure		C/St
0601163015		11--17	Melcher Street	N.E. Confectionary Co./BWC	1902		warehouse	Classical Revival	C/B
0601163025		19-27	Melcher Street	N.E. Confectionary Co./BWC	1902		warehouse	Classical Revival	C/B
0601164005		29-37	Melcher Street	N.E. Confectionary Co./BWC	1902		warehouse	Classical Revival	C/B
0601166005		49	Melcher Street	Boston Wharf Co.	1910		warehouse	Classical Revival	C/B
0601166015		51-61	Melcher Street	Boston Wharf Co.	1916		fire prf/steel fr/conc	Classical influence	C/B
0601166025		63	Melcher Street	French,Shriner&Urner shoe fac.	1909		warehouse	Classical Revival	C/B
0602750020		2--14	Midway Street/ 2 Channel Street	American Can Co./BWC	1902	Morton D. Safford	warehouse	Romanesque influence	C/B
0602750020		24-26	Midway Street/ 2 Channel Street	U.S. Leather Co./BWC	1914	Morton D. Safford	warehouse	Classical influence	C/B
0602750020		28-32	Midway Street/ 2 Channel Street	U.S. Leather Co./BWC	1911	Morton D. Safford	warehouse	Classical Revival	C/B
0602750020		34-38	Midway Street/ 2 Channel Street	U.S. Leather Co./BWC	1912	Morton D. Safford	warehouse	Classical Revival	C/B
0602750020		40-44	Midway Street/ 2 Channel Street	Boston Wharf Co.	1916	Morton D. Safford	warehouse	Classical Revival	C/B
0602750020		46-48	Midway Street/ 2 Channel Street	Boston Wharf Co.	1914	Morton D. Safford	warehouse	Classical Revival	C/B
0602750020		50-52	Midway Street/ 2 Channel Street	W. Herbert Abbott Inc.	1913	Morton D. Safford	warehouse	Classical Revival	C/B
		5	Necco Court	N.E. Confec. Co./B.W.C.	1907		warehouse	Classical influence	C/B
		6	Necco Court	N.E. Confec. Co./B.W.C.	1907		warehouse	Classical influence	C/B
0601164015			end of Necco Pl., nr seawall	vacant lot					V
0601166045		10	Necco Street	Necco St. Garage	1992		modern		NC/B
			Northern Avenue	Northern Avenue Bridge	1908 & 193	William Jackson	Triple barreled pivot		C/St
				& Tenders Hse	ca. 1908		Building	Shingle Style	C/B
0602670001			end of Northern Ave., on seawall	vacant/dock					V
			Seaport Boulevard	Evelyn Moakley Bridge	1996	Amman& Whitney	conc. & steel girder		NC/St
			Sea Wall Dorchester Avenue	Sea Wall			timber/granite/conc.		C/St
			Sea Wall South Boston	Sea Wall			timber/granite/conc.		C/St
0602669001		11	Sleeper Street	vacant lot					V

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0602669005	5561	15-21	Sleeper Street	Boston Wharf Co.	1911/1983		new construc./conc.	Classical Revival	C/B
through 0602669068									
0602669005	5562	29-31	Sleeper Street	Boston Wharf Co.	1915/1983		warehouse	Classical Revival	C/B
0602669092	5563	33	Sleeper Street	Boston Wharf Co.	1911/1983		warehouse	Classical Revival	C/B
through 0602669206									
0602670000	5564	51	Sleeper Street	United Shoe Mach. Corp.	1929/ca.1988	alterations	fireproof/reinf. Conc	Classical/Modern	C/B
0602647000	5565	5--9	Stillings Street	Boston Wharf Co.	1907		warehouse	Classical influence	C/B
0602648000,		11--23	Stillings Street	Stillings Street Garage etc.	2001	Jung/Brannen	new construction	Modern	NC/B
0602649000, and 0602650000									
0602652003	5571(44)	44-48	Stillings Street	BWC Grocery wareho.	1914	J.M.&C.J. Buckley	warehouse	Classical influence	C/B
	9001		Summer Street	Summer Street Bridge	1899	W.J. Lawler	retractible	Utilitarian	C/St
0602701002	5573(250)	250-254	Summer Street	BWC wool warehouse	1899	Morton D. Safford	fireproof	Classical Revival	C/B
0601163005	5574	253	Summer Street	N.E. Confec.Co./B.W.C.	1902	Morton D. Safford	warehouse	Classical Revival	C/B
0602701001	5575(256)	256-260	Summer Street	BWC wool warehouse	1899	Morton D. Safford	fireproof	Classical Revival	C/B
0602701000	5577(262)	262-266	Summer Street	BWC wool warehouse	1899	Morton D. Safford	fireproof	Classical Revival	C/B
0602700000	5578(268)	268-272	Summer Street	BWC wool warehouse	1898	Morton D. Safford	fireproof	Classical Revival	C/B
0602703000	5579	269-273	Summer Street	BWC wool warehouse	1910	Morton D. Safford	fireproof	Classical Revival	C/B
0602699000	5580(274)	274-278	Summer Street	BWC wool warehouse	1898	Morton D. Safford	fireproof	Classical Revival	C/B
0602697000,	5581(280)	280-290	Summer Street	BWC wool warehouse	1898	Morton D. Safford	fireproof	Classical Revival	C/B
0602688000									
0602704000	5582(281)	281-283	Summer Street	BWC wool warehouse	1904	Morton D. Safford	fireproof	Classical Revival	C/B
0602705000	5583(285)	285-297	Summer Street	BWC wool warehouse	1903	Morton D. Safford	warehouse	Classical/Romanesque	C/B
0602696000	5584	292-302	Summer Street	J. Williams & Co. wool merch.	1898	Morton D. Safford	firprf./steel/conc.	Classical Revival	C/B
			Summer Street	Summer St. Bridge over A St.	ca. 1890		steel girder span	no style	C/St
0602690000	5586	312-320	Summer Street	BWC wool warehouse	1904	Morton D. Safford	warehouse	Classical Revival	C/B
0602764000	5587(321)	321-325	Summer Street	BWC wool warehouse	1911	J.M.&C.J. Buckley	fireproof	Classical Revival	C/B
0602689000	5588	322-330	Summer Street	F.A. Foster & Co. Dry Goods	1910	Morton D. Safford	warehouse	Classical Revival	C/B
0602765000	5589(327)	327-333	Summer Street	Jos. Middleby Jr. Inc./BWC	1911		warehouse	Classical Revival	C/B
0602688000		332	Summer Street	vacant lot					V
0602766000		337-347	Summer Street	Jos. Middleby Jr. Inc./BWC	1907	Morton D. Safford	warehouse	Classical Revival	C/B
0602762000			behind 337 Summer St.	vacant lot					V
0602655002	5552	12--18	Thomson Place	Boston Wharf Co.	1907		warehouse	Classical/Rsqe	C/B
0602653000			Thomson Place	vacant lot					V
0602652007	5553(19)	19-23	Thomson Place	Boston Wharf Co.	1907	Morton D. Safford	warehouse	Classical Revival	C/B
0602655001		22-24	Thomson Place	Thomson Financial Offices	1992		new construction	Modern	NC/B
0602652006	5554	25-27	Thomson Place	Boston Wharf Co.	1909	Morton D. Safford	warehouse	Italianate influence	C/B
0602655000	5555	26-28	Thomson Place	Boston Wharf Co.	1908		warehouse	Classical influence	C/B
0602652005		29-33	Thomson Place	Boston Wharf Co.	1912	Morton D. Safford	warehouse	Italianate influence	C/B
0602654005	5556	30-34	Thomson Place	Boston Wharf Co.	1916		warehouse	Classical Revival	C/B
0602652004		35-37	Thomson Place	Boston Wharf Co.	1913	Morton D. Safford	warehouse	Classical Revival	C/B
0602654004	5557	36-40	Thomson Place	Boston Wharf Co.	1900		warehouse	Romanesque influenc	C/B
0602654003	5559	42-56	Thomson Place	Pittsburgh Plate Glass warehous	1909		warehouse	Italianate influence	C/B

Fort Point Channel HD
Boston (Suffolk), MA

0602654001	5560(51)	47-55	Thomson Place	Boston Wharf Co. wareho.	1924/ca. 19	Howard B. Prescott	warehouse	Classical/Modern	C/B
0602654002			Thomson Place	vacant lot					V
0602753012,		21, 23-27	Wormwood Street	Fact.Bldgs.Tr.Indus bldgs.#2,#3	ca. 1896		warehouse	Italianate	2C/B
0602753014, and 0602753016					with ca. 2000 connector				
0602754010		33-37	Wormwood Street	Fact. Bldgs. Tr. Indus bldg. #4	ca. 1897		warehouse	Italianate	C/B
0602756000		40	Wormwood Street	vacant lot					V
0602754010		41-45	Wormwood Street	Fact. Bldgs. Tr. Indus bldg. #5	ca. 1896		warehouse		C/B
0602754010		41-45	Wormwood Street	Fact. Bldgs. Tr. Chimney	ca. 1896		brick	Utilitarian	C/St
Resource totals:									
			Contributing	Noncontributing					
Buildings			89	7					
Structures			9	2					
Total			98	9					
Vacant lots			19						
Previously listed in the National Register: Congress St. Fire Station									

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National Register of Historic Places
Continuation Sheet

Fort Point Channel HD
Boston (Suffolk), MA

Section number photos Page 1

PHOTOGRAPHS (Date: 2003)

1. Seawall, Boston side (facing NE)
2. Seawall, South Boston side
3. Congress Street Bridge (facing SE)
4. Summer Street Bridge (facing SE)
5. Northern Avenue Bridge (facing NE)
6. 347-351 Congress Street, Chase & Co. Building (facing NW)
7. 355 Congress St.
8. 364-372 Congress St.
9. 374-384 Congress St.
10. 326 A Street, Boston Button Co. Building (facing N)
11. Melcher Street at Summer Street (facing W)
12. 249-255 A Street at Wormwood Street (facing SW)
13. 239-241 A Street, Barlow Building (facing SE)
14. 292-302 Summer Street at A Street bridge (facing NE)
15. 326-330 Congress Street, Putnam & Co. Building (facing E)
16. 33 Sleeper St.
17. 313 Congress Street, Lombard Stores (facing N)
18. 320-324 Congress Street, J.S. Williams Building (facing SE)
19. 42-56 Thomson Place, PPG Building (facing E)
20. 25-27, 29-33 Thomson Place (facing NW)
21. 316 Congress Street, Atlas Stores (facing NE)
22. 343 Congress Street, Railway Express Building (facing N)
23. 344 Congress Street, Boston Fire Museum [NR] (facing E)
24. 47-53 Farnsworth St.
25. 348-352 Congress Street (facing SE)
26. 348-352 Congress Street, detail (facing E)
27. 354 Congress Street (facing NE)
28. 326-330 Summer Street, Putnam & Co. (facing E)
29. 250-290 Summer Street (facing S)
30. 280-290 Summer Street (facing NE)
31. 250-254 Summer Street (facing SE)
32. 250-260 Summer Street (facing SE)
33. 262-266 Summer Street (facing E)
34. 281-283 Summer St.
- No Photo #35
36. 63 Melcher Street
37. 28-32 Midway
38. 34-38 Midway
39. 319-321 A Street, Kistler Leather Co., (facing S)
- No Photo #s 40, 41, 42
43. 191-227 A Street (facing W)
44. Necco Street (facing E)
45. Summer Street, Boston Wharf Co. sign (facing S)
46. 41-55 Thomson Street

(end)

[illegible]

June, 2004



0 500 1,000 Feet

Fort Point Channel Historic District

A: 19/ 331100 4691040

C: 19/ 331020 4689920

B: 19/ 331420 4690540

D: 19/ 330600 4690120



**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For HCRS use only

received OCT 13 1983

date entered

1. Name

historic Leather District

and/or common same as above

2. Location

Roughly bounded by Atlantic Ave., Kneeland, Lincoln, and
Utica, Beach, & East Streets Kneeland, Essex, Tufts N/A Essex Sts.
street & number not for publication

city, town Boston N/A vicinity of congressional district -

state Ma. code 025 county Suffolk code 025

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> religious
	<u>N/A</u> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> scientific
		<input type="checkbox"/> no	<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple - see continuation sheet

street & number

city, town N/A vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Registry of Deeds - Suffolk County

street & number Pemberton Square

city, town Boston state Ma

6. Representation in Existing Surveys

title (a) Inventory of the Historic Assets of The Commonwealth of Mass. has this property been determined eligible? DOE 9/3/80 ☒ yes ☐ no

date June 1980 ☐ federal ☒ state ☐ county ☒ local

depository for survey records Massachusetts Historical Commission

city, town Boston state Ma.

(b) see continuation sheet

7. Description

Leather District, Boston, MA

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	N/A
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date	

Describe the present and original (if known) physical appearance

The Boston Leather District is located in the southernmost portion of Boston's Central Business District, and is largely bounded and isolated by the railroad yards on Atlantic Avenue to the east, the Surface Artery to the west and north, and the Massachusetts Turnpike ramps to the south. South Station (NR-1975) lies to the northeast. The District contains fifty-four parcels of land, on which stand mostly commercial buildings, along with a few living and working loft spaces for artists. The area was re-developed from a low-rent residential/commercial district for the shoe and leather trade, primarily during the 1880s and 1890s, with some later construction in the first quarter of the twentieth century largely located in the southernmost blocks bounded by Kneeland Street. Romanesque Revival designs dominate the early years of construction, as does the Classical vocabulary at the turn of the century and beyond. Red brick and brownstone are the favored building materials, as well as lighter colored brick, terra cotta, granite, limestone and cast stone. The core of the district is remarkable for its intact quality, particularly its cast iron storefronts, and its harmony of design, scale, and materials. Most of these buildings are five or six stories in height and are characterized by continuous floor levels, band courses, and cornice lines. There are only three intrusions within the district: the buildings at 194-204 Lincoln Street (A), 47-51 Utica Street (B), and 154-156 Kneeland Street (C).

The major buildings are described below in chronological order.

Centrally located in the district is 90-100 South Street (1), designed in 1883 by A.S. Drisko. Romanesque Revival in style, it is significant as one of the two earliest extant structures within the Leather District. Actually a double building with identical treatments, it is constructed of red brick, retains its cast iron storefront, and features granite and brick corbelled belt courses, round arched fenestration at the 5th level, and a brick corbelled cornice. (Photo #2)

Close by is 114-122 South Street (2), at the corner of Beach Street, also designed in 1883 by Lewis Weissbein and W.H. Jones. (Weissbein designed the Morse Block in 1880, now destroyed, the first commercial structure built during the district's re-development.) Of red brick construction, it features an intact cast iron storefront, brownstone trim including panels in the spandrels over the 2nd level, cast iron window mullions, and a corbelled cornice course over the 4th level. (Photo #2)

Between these two buildings is 102-112 South Street (3), designed by Alden Frink in 1884, and unique as the only Queen Anne style structure in the entire Leather District. Another double building with virtually identical styling, it is rendered in red brick and features, in addition to its cast iron storefront, carved floral panels, terra cotta tiles, and stone sunbursts over the 3rd level. Round arched windows with sunbursts are located at the 5th level, and a triangular pediment caps each building. (Photo #2)

Facing these buildings on the west side of South Street is the block which is the most Richardsonian in nature. 141-157 South Street (4), prominently sited at the corner of Beach, is a Richardsonian Romanesque structure designed in 1884 by John H.

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National Park ServiceNational Register of Historic Places
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Besarick. Its red brick and brownstone wrap-around facade retains its cast iron storefront, and features a curved corner and recessed corner entry. The facade is articulated by an arcade incorporating levels 2-5, with oculus windows accenting the corner and ends of the building.

121-123 South Street (5) is a narrow Richardsonian Romanesque structure designed in 1886, its 2nd-4th levels organized within a single monumental round arch enriched with ornamental terra cotta tiles in the spandrels. Brownstone sill and lintel courses, decorative brickwork, and stone ball finials capping corbelled end piers are other features of this small, handsome structure. (Photo #5)

Lincoln Street between Tufts and Beach was the next area to be developed after the corresponding block on South Street. Again, largely Richardsonian in style, its red brick facades present a homogeneous block, though the storefronts have all been remodelled. 116-128 Lincoln Street (6), designed in 1888 by Franklin E. Kidder, is a red brick and brownstone Richardsonian Romanesque structure, featuring a rusticated brownstone ashlar 2nd level. 3-story arches encompass levels 3-5, with Romanesque capitals capping the central piers, brownstone molded archivols, and brownstone medallions in the spandrels. The building is topped by an arcaded corbelled cornice. (Photo #1)

146-154 Lincoln Street (7), at the corner of Beach, was designed in 1892 by Winslow & Wetherell. Richardsonian in style, it also includes some classical detailing. Rendered in red brick with terra cotta trim, its 2nd level features coupled windows enclosed in segmental arches with flared brick lintels, and a denticular cornice course. The three central bays of levels 3-5 are articulated by piers terminating in terra cotta caps and round arches with molded archivols.

Large terra cotta medallions ornament the areas between the 6th level windows. The cornice is composed of brick dentils, a leafy terra cotta course, and surmounting copper cornice punctuated by lions' heads.

The Lincoln Building (8) at 66-86 Lincoln Street, at the corners of Essex and Tufts, has three formally finished facades. Designed in the 2nd Renaissance Revival style by Willard T. Sears in 1894, it is constructed of red brick with Indiana limestone trim. Its stone base contains two major entries, symmetrically located, and distinguished by console keystone arches springing from polished granite shafts. Its largely triple window bays are characterized by stone keystone lintels at levels 2-4 and round arched at level 5. A rusticated stone 6th level accents the entry bays by oval windows. (Photo #1)

The Albany Building (9), 155-205 Lincoln Street designed in 1899 by Peabody & Stearns, is a monumental Beaux-Arts structure which occupies an entire block. Constructed of white brick and limestone with cast stone ornament, it features bevelled corners, and 2-story round arched stone entries at the corners and long sides, elaborately embellished with swags, cartouches, and heraldic devices. Cast iron piers faced with Adamesque decoration divides the bays of the 2-story base. At the upper

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levels, horizontal rustication emphasizes the entry bays, further accented with round arched windows at the 5th level. A complex terra cotta cornice with classical moldings crowns the building.

The Hotel Essex (10) located at 687-695 Atlantic Avenue, at the corners of Essex and East Streets, is a Beaux-Arts steel frame skyscraper, designed in 1899 by Arthur H. Bowditch. Its white brick base, horizontally rusticated, features a central entry surmounted by a round arched window flanked by stone cartouches, and a stone balcony supported by paired stone brackets. Projecting end pavilions are accented by white brick quoins. Ornamentation is concentrated in the white brick arcading of levels 3-5 of the central block, its spandrels embellished with cartouches.

The Fur Merchants Warehouse (11) at 717-719 Atlantic Avenue is a late example of the Romanesque Revival style, having been designed in 1901 by William Gibbons Rantoul. Its use of arcading at the 2-story base, coupled round arched windows at the 3rd level, Venetian arches at the 7th, and an arcaded top story, distinguishes this red brick structure, as well as its arcaded corbelling over the 3rd level and at the cornice. An interesting feature is the smaller scale treatment of the 1st bay, probably reflecting an elevator shaft.

The Chiam Building (12) at 739-749 Atlantic Avenue, at the corner of Beach Street, is a low, 3-story red brick and limestone structure designed in 1917 by James E. McLaughlin as the South Postal Station. Its Classical Revival vocabulary is exemplified at the building's curved corner by the original trabeated entry (now bricked in), its two Doric columns set in antis. The corner is emphasized by cast stone eagles, swags, and heraldic shields, and the modillion block cornice and brick parapet are further ornamented at the corner by swags and an oval shield.

One of the last sizeable structures to be erected in the Leather District is the Pilgrim Building (13) at 208-212 South Street, designed in 1919 by Monks and Johnson. An example of the steel frame skyscraper, it is here clothed in the ornamental vocabulary of the Classical Revival. Rendered in yellow brick and terra cotta, its 2-story terra cotta base features classically ornamented pilasters and a modillioned cornice course, and central entries with partially intact segmental arched pediments. A transitional 3rd level and plain brick shaft are topped by a 2-story arcaded terra cotta cornice, featuring rope molding and flanking pilasters. (Photo #2)

8. Significance

Leather District, Boston, MA.

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1883 – 1919 **Builder/Architect** multiple

Statement of Significance (in one paragraph)

The Boston Leather District possesses integrity of location, design, setting, materials and workmanship. It is associated directly with the industrial development of Boston and New England, and also reflects Boston's vernacular reaction to concurrent architectural developments in Chicago. The Leather District is outstanding as Boston's most intact and homogeneous district of late nineteenth century vernacular commercial structures, as well as one of only a few such remaining in New England. Thus, the Leather District meets criteria A and C of the National Register of Historic Places.

The Leather District, located in what was known as the South Cove, was largely under water until the 1830s. During the eighteenth century wharves were built out along its original shoreline, and by 1814 were located from the end of Essex Street, around Windmill Point, to Kneeland Street. By 1830, the South Cove was a thriving commercial area centered around the wharves and distilling industry. A pivotal event for the South Cove's future was the extension of Sea Street in 1828 across the Cove, resulting in the shortest route to the relatively undeveloped South Boston. The South Cove area thereby became a natural target for new commercial development. Its strategic location close to the business district, Fort Point Channel, and Boston Harbor were contributing factors, but perhaps most important were its physical characteristics: dry flats at low tide and its proximity to a deep-water channel. The area was planned as a visionary development incorporating much-needed railroad terminals and related commercial development. In 1833, the South Cove Corporation was given a charter to fill in the Cove and provide a terminal for the Boston and Worcester Railroad. By 1836, one-half of the Cove was filled in, and by 1839 the filling had been completed, adding seventy-seven acres (including the present Chinatown) and a railroad terminal to the city. In 1838, the United States Hotel, designed by William Washburn, had been constructed to accommodate the railroad passengers, the largest hotel of its day in the country.

However, unforeseen events prevented the planned commercial expansion in the area. The financial crash of 1837–38 created a tight money situation, causing the reluctance of commercial concerns to move into an unsure area; furthermore, the economic advantages of locating adjacent to railroad facilities were as yet unproven. Therefore, resulting from a need for low-cost housing to meet the great stream of immigration into Boston, housing which would additionally provide a sure income for the owners, the South Cove developed as a residential and related commercial area. Photographic evidence reveals that its architectural inclinations were probably similar to the original remnants of the Chinatown area: red brick row houses with pitched roofs, a vernacular version of the Greek Revival. The expendable nature of this low-cost housing, together with the area's independence from the railroads, were undoubtedly important factors contributing to the district's redevelopment in the 1880s.

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As far back as Colonial days, the boot and shoe industry was one of the State's leading industries. At first, the shoemaker dealt directly with the market, making shoes to order with his own or the customer's leather. During the next phase, he manufactured many boots and shoes for a merchant to market at his own risk and profit. By 1810, 10% of Boston's shoe products were exported, many to the West Indies. Severe competition for orders made specialization necessary in order to secure rapid work. After 1820, the central shop system quickly developed; here the leather was cut, given out to workers to complete the "uppers", and given out again to the "makers" who would last and sew the boots and shoes. These were inspected in the central shops and then turned over to the Boston merchants. Business expanded enormously and great fortunes were made. However, all this halted during the financial crash of 1837-38, when 90% of the shoe merchants failed.

By 1840, a new trade had developed and stiff competition resulted from increased demands for stylistic variation as well as insistence upon quality. More refined specialization, as well as the desire for economy, led to the introduction of machinery into the shoe-making process. Generally, the manufacturer put machines into the central shops and the workers followed these machines.

The post-1850 expansion and its emphasis on the increasing economy of large-scale production, hastened the transition to the factory system in which all the shoe-making was done under one roof. Immense orders pushed production to its limit, and while the southern and south-western markets remained firm, new markets opened in California and Australia, a result of the gold rush. Only the lasting and bottoming of shoes outside the shop continued into this period. But when the McKay machine for sewing soles was introduced in the 1860s, and the Goodyear Welting Machine in 1875, the last remnants of this cottage industry disappeared.

Boston had been the marketing center for the shoe and leather industry from the early 19th century; it had begun to assume large proportions as far back as 1828 when total sales from Boston jobbing houses were over \$1,000,000.

Buyers came from the shoe towns to purchase supplies, and by about 1830, the larger manufacturers began to open offices and stores in Boston. Soon, most of the leading merchants had established places of business there. For many years the American House on Hanover Street was the headquarters for the trade, its business center focused on the North and South Markets, Fulton, Blackstone, and Shoe and Leather Streets. By 1849, the trade had begun to move southward into Pearl Street, then principally occupied by wholesale dry goods houses; within a short time, this became its new center. Soon, "block after block of dwellings on High Street were levelled to make room for warehouses" (Herndon, p.8). In 1865, there were over 200 jobbing houses in Boston with annual domestic and foreign trade of over \$50,000,000, fifty times the amount of 28 years previous. By 1860, New England was making not less than 80% of the shoes for domestic trade.

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The great fire of November 10, 1872, which levelled Boston's Central Business District, also devastated the physical center of the shoe and leather industry. All of the wholesale shoe and leather houses, except for a few on Hanover Street, were burned; 229 wholesale shoe dealers, 189 leather concerns, and about 100 firms in related businesses were destroyed. The warehouses were full of winter goods, and the loss in goods and machinery was over \$12,000,000, and in buildings, \$1,500,000. There was a concern as to whether the insurance companies could stand the enormous losses, but considering the scale of the disaster, a relatively small number of concerns were ruined. The fire destroyed almost all the finished leather in the Eastern states, resulting in a price increase for hides and leather all over the country. After the fire, the district was rebuilt, and for several years, the trade continued to cling to it. It then spread to Summer Street, around Church Green, the New England Shoe and Leather Dealer Association (incorporated 1871) occupying new quarters in the Church Green Building. By 1880, the trade began to take over the area now known as the Leather District.

Although the commercial re-development of the Leather District area was for the most part concurrent with architectural events in Chicago and New York, the stringent building codes resulting from the 1872 fire prohibited Boston's development along the same lines. The concern primarily for safety rather than linking safety with progress, led architects into a conservative reaction to the fire which severely limited development of new technology and use of new materials. Building heights were restricted by relationship to street widths, and party and fire wall regulations limited roof forms and structural types. These codes resulted in the predominance of mill construction, and precluded the type of structural innovations characterizing Chicago's post-fire rebuilding.

Along with restraints imposed by building regulations were functional demands imposed by the requirements of the leather industry, relating to efficient storage and movement of goods. The lowest section was often split level: both the high basement and display floor had huge glass windows set in cast-iron frames. These floors housed display of merchandise, reception areas, and fuel storage areas. In order to maximize floor space, entries were recessed into the buildings and located at the corners where possible, rather than sacrificing the floor area required by a building setback. The second floor, also given prominent windows, was occupied by the directors and was where business was transacted. The middle stories, characterized by generous floor space and large windows, served the storage or warehouse function for active merchandise. Because vertical transport was difficult, the top floor was generally reserved for storage of slow merchandise, and this function is usually reflected in the differing architectural treatment of this top level.

It is notable that although these buildings were constructed for general use rather than for a specific client, they were not speculatively built. Rather than simply hiring contractors to erect strictly utilitarian structures, there was real concern for architectural expression whereby architects were hired as designers. These architects were often lesser known, and the influences first of H.H. Richardson and later of Peabody & Stearns is apparent.

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The Leather District buildings were constructed primarily during the 1880's and 1890's, and the area embodies the most intact and homogenous commercial district of such a size in the City.

The district is characterized largely by red brick structures with flat roofs, uniformly set back from the street, and featuring continuous floor levels, band courses, and cornice lines. Ornamentation is generally rendered in brownstone. Buildings constructed around 1900 and after were generally of lighter brick, characterizing the more up-to-date Classical Revival styles. The heart of the district is South Street, especially between East/Tufts and Beach Streets, a block that was constructed principally between 1883-88 and which retains the highest degree of architectural integrity. The east side of South Street was developed first, of particular note being the double building at #102-112 (3), the only structure within the district using the decorative vocabulary of the Queen Anne style. The west side is the most Richardsonian in nature, its development initiated by J. Franklin Faxon with the buildings at #141-157 (4). His sponsorship of this structure along with #121-123 (5) and the Beebe Building at #127-131, as well as 103-2 Lincoln Street, make him the largest developer in the district in addition to his numerous development sites elsewhere in Boston. Noteworthy is 141-157 South Street (4), a Richardsonian Romanesque structure which strongly claims its corner site and provides an anchor to this harmonious late 19th century block. Perhaps the most reflective of the Richardsonian style is the narrow building at 121-123 South Street (5), its fenestration organized within a single, monumental round arch.

Backing onto this block of South Street is the area of Lincoln Street between Beach and Tufts, which was developed between 1888-1893, and although the storefronts have been remodelled, most are of sympathetic styling. The five buildings at 104-144 Lincoln Street (6) were all constructed by the firm of Woodbury & Leighton. The largest and most successful contractors in New England during this period, they specialized in large public works. Number 130-2 Lincoln Street was designed by William Ralph Emerson, leading Boston architect, considered by many to be the inventor of the "Shingle Style" of architecture. Winslow and Wetherell, another prominent Boston firm, were designers of the three buildings at 134, 138-144, 146-154 (7) Lincoln Street.

Several 19th century structures on a much larger scale are located within the district. Among these are the 1894 Lincoln Building at 66-86 Lincoln Street (8), designed in the 2nd Renaissance Revival style by Willard T. Sears. This is actually the second commercial structure on the site, the first having been destroyed in the fire of 1888. Sears is perhaps best known for his partnership with Charles A. Cummings, designers of several landmarks in Boston. An original occupant of this building was the Commonwealth Shoe and Leather Company, originator of the famous "Bostonian" shoe. Another such structure is the Classical Revival/Beaux Arts South

Several 19th century structures on a much larger scale are located within the district. Among these are the 1894 Lincoln Building at 66-86 Lincoln Street (8), designed in the 2nd Renaissance Revival style by Willard T. Sears. This is actually the second commercial structure on the site, the first having been destroyed in the fire of 1888. Sears is perhaps best known for his partnership with Charles A. Cummings, designers of several landmarks in Boston. An original occupant of this building was the Commonwealth Shoe and Leather Company, originator of the famous "Bostonian" shoe. Another such structure is the Classical Revival/Beaux Arts South

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date entered

Continuation sheet Leather District, Boston, MA Item number 8

Page 4

Street building at 79-99 South Street, designed in 1899 by the prominent firm of Winslow, Wetherell & Bigelow. This building is particularly distinctive for its steel framing, one of only three such structures in the Leather District designed prior to 1900.

One of the most outstanding structures in the District is the 1899 Beaux Arts Albany Building (9) at 155-205 Lincoln Street. Dominating its streetscape, it was one of the last major buildings to be erected in the District, and also utilizes the more modern steel frame construction techniques. It was designed by Peabody and Stearns, a partnership termed "the most important arbiters of building taste after H.H. Richardson" (Holden, p.114). Moreover, the construction was done by Norcross Bros., contractors for the majority of Richardson's works. It provides a striking though not incompatible contrast with the predominantly late-Victorian ambience of the District. Located here from 1901-1929 was the United Shoe Machinery Company, an 1899 consolidation of the three major shoe manufacturing companies, which by 1910, controlled 98% of the shoe machinery business in the United States, and by the late 1920s had subsidiary companies throughout the world. Another original occupant of the Albany Building was the Frank W. Whitcher Co., manufacturers of and dealers in shoe and leather findings. One of the oldest concerns of its kind in the United States, the business was originally founded by John Tillson who opened his shop in 1826 at 8 Hanover Street.

The Essex Hotel (10) at 687-695 Atlantic Avenue, designed in 1899 by prolific Boston architect Arthur Bowditch, was influenced by the design and structure of the Chicago School; however, its elaborate Beaux-Arts garb hides the very structural system that Chicago was attempting to emphasize. Formerly one of Boston's prominent hotels, it was built to receive the great flow of passengers from the newly erected South Union Terminal (South Station).

During the first twenty years of the 20th century, other buildings erected in the Leather District responded to the steel-frame skyscraper technique, though still clothed in classical garb. The Pilgrim Building (13) at 208-212 South Street, designed in 1919 by Monks and Johnson, is an excellent example of such a structure.

In 1929, the leather trade ranked 4th in total value of products, after printing and publishing, women's clothing, and foundry and machine shop products. At that time it was still "the great market, clearing house, and financial center for the entire New England shoe manufacturing industry" (Fifty Years, p.175), with over 100,000 pairs of shoes and slippers produced in a year. Today, the Leather District remains much as it did a half century ago, the architectural quality of the designs reflecting the importance of the leather industry to Boston's economy, while at the same time revealing Boston's conservative response to progressive technical developments elsewhere. Fortunately, much of the 20th century re-development passed it by, largely because of its siting, and it is currently the focus of City revitalization efforts.

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acreage of nominated property 11

Quadrangle name Boston South

Quadrangle scale 1:24,000

UMT References

A

1	9	3	3	0	6	0	0	4	6	9	0	6	5	0
Zone				Easting				Northing						

B

1	9	3	3	0	5	2	0	4	6	9	0	4	3	0
Zone				Easting				Northing						

C

1	9	3	3	0	3	0	0	4	6	9	0	5	0	0
Zone				Easting				Northing						

D

1	9	3	3	0	4	5	0	4	6	9	0	7	0	0
Zone				Easting				Northing						

E

Zone				Easting				Northing						

F

Zone				Easting				Northing						

G

Zone				Easting				Northing						

H

Zone				Easting				Northing						

Verbal boundary description and justification

See continuation sheet

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Candace Jenkins, Preservation Planning Director by Mickail Koch
Boston Landmarks Commission

organization Massachusetts Historical Commission date 9/83

street & number 294 Washington Street telephone (617) 727-8470

city or town Boston state 02108

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☒ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Peter Zwerbowski 9/30/83

title State Historic Preservation Officer, MHC date

For NCRS use only	
I hereby certify that this property is included in the National Register.	
<u>Christ D. Shaffer</u>	date <u>12-21-83</u>
Keeper of the National Register	
Attest:	date
Chief of Registration	

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National Park Service

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Continuation sheet Leather District, Boston, MA Item number 9

Page 1

BIBLIOGRAPHY

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McDermott, Charles H., A History of the Shoe and Leather Industry of the United States, Boston, 1918.

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Continuation sheet Leather District, Boston, MA Item number 10

Page 1

Boundary Description:

Beginning at the intersection of Essex Street and Atlantic Avenue, and running in a southwesterly direction along the westerly curb line of Atlantic Avenue to its intersection with Kneeland Street;

thence turning and running in a northwesterly direction along the northerly curb line of Kneeland Street, until its intersection with the Surface Artery;

thence turning and running in a northeasterly direction along the easterly curb line of the Surface Artery, until its intersection with Beach Street;

thence turning and running in a southeasterly direction along the southerly curb line of Beach Street;

thence turning and running northeasterly along the easterly curb line of Lincoln Street until its intersection with Essex Street;

thence turning and running in a southeasterly direction along the southerly curb line of Essex Street until its intersection with South Street ;

thence turning and running in a southeasterly direction along the westerly curb line of South Street until its intersection with East Street;

thence turning and running in a southeasterly direction along the southerly curb line of East Street;

thence turning and running in a northeasterly direction along the side lot line of 20-24 East Street and 215 Essex Street (the Essex Hotel);

thence turning and running in a southeasterly direction along the southerly curb line of Essex Street to the point of beginning.

Boundary Justification:

The Leather District was thoroughly documented during a 1980 building by building survey of the Central Business District conducted by the Boston landmarks Commission. Boundaries are generally defined by the highways and railroad facilities which ring the district: railroad yards to the east, Surface Artery to the west, and the Massachusetts Turnpike to the south and the new Dewey Square Tower to the north. Within those boundaries only the vacant lot bounded by the Hotel Essex and Essex, South and East Streets; and a 1956 parking garage at the corner of Lincoln and Beach Streets have been excluded from the district.

DISTRICT DATA SHEET

ASSESSOR'S
PARCEL # Map #

		HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
4301	10	Essex Hotel	687-695 Atlantic Avenue	1899	Beaux Arts
4302		Essex Hotel	695 Atlantic Avenue	1899	Beaux Arts
4303			20-24 East Street	1919	Classical Revival
4304	8	Lincoln Building	66 - 86 Lincoln Street	1894	Renaissance Revival
4305		Lincoln Building	179 - 185 Essex Street	1894	Renaissance Revival
4309			711 Atlantic Avenue (11-17 East Street)	1892	Romanesque Revival
4310	11	Fur Merchants Building	717- 719 Atlantic Avenue	1901	Romanesque Revival
4311			727 Atlantic Avenue	1915	Tapestry Brick
4313			134 - 140 Beach Street	1889	Classical Revival
4314	2		114 - 122 South Street	1883	Early Commercial
4315	3		108 - 112 South Street	1884	Queen Anne
4316	3		102 - 106 South Street	1884	Queen Anne
4317	1		96 - 100 South Street	1883	Richardsonian
4318	1		90 - 94 South Street	1883	Richardsonian
4319			76 - 86 South Street	1895	Richardsonian Roman- esque
4320		Engine No. 7	9 East Street	1923	Commercial
4321			103 - 107 South Street	1886	Romanesque Revival
4322	5		121 - 123 South Street	1886	Richardsonian Romanesque

DISTRICT DATA SHEET

ASSESSOR'S PARCEL #		HISTORIC NAME	STREET ADDRESS	DATE OF CONSTRUCTION	STYLE
4323		Beebe Building	127 - 133 South Street	1888	Romanesque Revival
4324			137 - 139 South Street	1887 - 1888	Romanesque Revival
4325	4		140 - 157 South Street	1885	Richardsonian Romanesque
4326			106 - 112 Beach Street	1898	Warehouse with Roman- esque and Classical ornament
4327			10 Utica Street	1887	Utilitarian
4328	7		146 - 154 Lincoln Street	1892	Romanesque Revival
4329			138 - 144 Lincoln Street	1889	Romanesque Revival
4330			134 - 136 Lincoln Street	1889	Romanesque Revival
4331			130 - 132 Lincoln Street	1889	Romanesque Revival
4332	6		116 - 128 Lincoln Street	1888	Richardsonian Roman- esque
4333			104 - 114 Lincoln Street	1893	Victorian Commercial
5332	9	Albany Building	155 - 205 Lincoln Street	1899	Beaux Arts
5333			162 - 164 Lincoln Street	1840's	Greek Revival
5334			105A - 107 Beach Street	1892	1890's Mercantile
5335	B		47 - 51 Utica Street	1928	Utilitarian
5336		Crocker Building	210 - 216 Lincoln Street	1920	Classical Revival
5337	A		202 Lincoln Street	1941	Utilitarian
5338	A		200 Lincoln Street	1941	Utilitarian
5339	A		194 - 196 Lincoln Street	1941	Utilitarian
5340			182 - 192 Lincoln Street	1922	Classical Revival

DISTRICT DATA SHEET

ASSESSOR'S
PARCEL #

HISTORIC NAME

STREET ADDRESS

DATE OF CONSTRUCTION

STYLE

14.

5341		Crawford Building	174 - 180 Lincoln Street	1905	Classical Revival
5342			170 - 172 Lincoln Street	1899 - 1901	Classical Revival
5343			166 - 168 Lincoln Street	1927	1920's Commercial
5344			109 - 111 Beach Street	1896	Federal Revival
5345			115 - 119 Beach Street	1897	Classical Revival
5346			161 - 173 South Street	1912	Mercantile w/Classical accents
5347			179 - 193 South Street	1901	Classical Revival
5348			195 - 201 South Street	1915	Commercial with Classical accents
5349			162 - 170 Kneeland Street	1915	Commercial
5350		Blue Diner	178 Kneeland Street	1947	Late Diner Genre
5351			158 - 160 Kneeland	1927	Classical Revival
5352	C		154 - 156 Kneeland	1955	
5357	12	Chiam Building	739-749 Atlantic Avenue	1917	Classical Revival
5358	13	Pilgrim Building	208 - 212 South Street	1919	Classical Revival
5359			192 - 194 South Street	1891	Simple Mercantile
5360			184 - 190 South Street	1891	Simple Mercantile

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COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS



Massachusetts Cultural Resource Information System

MACRIS

For more information about this page and how to use it, [click here](#).

Inventory No:	BOS.BD
Historic Name:	Russia Wharf Buildings
Common Name:	
Address:	
City/Town:	Boston
Village/Neighborhood:	Central Business District; Financial
Local No:	
Year Constructed:	
Architect(s):	
Architectural Style(s):	
Use(s):	Commercial District
Significance:	Architecture; Commerce; Community Planning; Industry
Area(s):	
Designation(s):	Nat'l Register District (12/2/1980)
Building Material(s):	



New Search

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Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.1515
Historic Name:	Russia Wharf Complex - Russia Building
Common Name:	Atlantic Wharf
Address:	520 Atlantic Ave 518-540 Atlantic Ave
City/Town:	Boston
Village/Neighborhood:	Central Business District; Financial
Local No:	0302952010
Year Constructed:	
Architect(s):	Peabody and Stearns
Architectural Style(s):	Classical Revival
Use(s):	Apartment House; Business Office; Commercial Block; Furniture Factory; Printing Shop
Significance:	Architecture; Commerce; Industry
Area(s):	BOS.BD: Russia Wharf Buildings
Designation(s):	Nat'l Register District (12/2/1980)
Building Materials(s):	Wall: Brick; Granite; Stone, Cut; Limestone



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Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on:

Monday, January 11, 2016 at 5:16: PM

BOSTON LANDMARKS COMMISSION Building Information Form Form No. Area CBDADDRESS 518-540 Atlantic COR. 258-264 CongressNAME Russia Building Library Bureau Building
present originalMAP No. 24N/13E SUB AREA FinancialDATE 1897 perm 3-22-1897
sourceARCHITECT Peabody & Stearns permit
sourceBUILDER unknown sourceOWNER Boston Real Estate Trust
original presentPHOTOGRAPHS 23 1/1, 23 2/6, 35 5/1-80TYPE (residential) single double row 2-fam. 3-deck ten apt.
(non-residential) mercantileNO. OF STORIES (1st to cornice) seven plusROOF flat cupola dormersMATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl
(Other) brick buff stone granite concrete iron/steel/alum.BRIEF DESCRIPTION 9x5 bay 2nd Renaissance Revival structure featuring 2 story granite base of pier & spandrel construction topped by band of Greek-key ornament. Central entrance pavillion with banded rustication rises full height from round-arched entry with console keystone & 8 tiger heads above; surmounted by pineapple-topped pediment at cornice. At upper levels, generally paired rectangular windows with flared lintels, and round arched at 7th level separated by modillioned band course. Bevelled corner bay with entrance recessed behind Doric Columns topped by stilted
EXTERIOR ALTERATION minor moderate drastic arches with console keystones.CONDITION good fair poor LOT AREA 18,446 sq. feetNOTEWORTHY SITE CHARACTERISTICS Prominently sited at corner of Atlantic and Congress,its beveled corner responding to corner location; one of three stylistically similar buildings adjacent to each other, on old Russia Wharf site.

SIGNIFICANCE (cont'd on reverse)

Architecturally significant as design of Boston's most prominent firm of the period, as well as member of intact trio of commercial/industrial buildings located in area which has recently seen extensive change. Historically significant as site of old Russia Wharf located in vicinity of Boston Tea Party in 1773, and "subsequently headquarters for the prosperous Russian trade of merchant prince Thomas Russell (from 1784-1796) and Henderson Inches (from c. 1800-1857)." Also

HFS 556 01

N MHR 180

Moved; date if known _____

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	<u>x</u>	Education	_____	Religion	_____
Architactural	_____	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community/	_____	Political	_____	Transportation	_____
development	_____				

Significance (include explanation of themes checked above)

exemplifies continued expansion of Boston onto filled land as city continued to prosper and develop as industrial metropolis.

After the Great Fire of 1872 burned the downtown and destroyed the Russia Wharf structures, the city decided to extend Congress St. over the wharf and "across a new bridge connecting downtown to areas being filled in South Boston."¹ Permits were issued in 1897 for the Russia Building and its 2 neighbors to be constructed along this major passageway. Opening in 1898, the principle occupant of the Russia Building was the Library Bureau, manufacturers of the "Perfected Card System," library and office Supplies, with branches in other major cities. Other occupants were Wm. S. Best & Co, printers; Lothrop Publishing co; White, Son & Co., fancy leather & bookbinders supplies; manufacturers of dyestuffs & varnishes, a wool dealer, and a wholesale boots & shoes outfit. Clearly a miscellany of businesses, with emphasis on printing, publishing, and office supplies.

Robert Swain Peabody (1845-1917) & John Goddard Stearns (1843-1917) maintained a partnership for 40 years, and have been called "the most important arbiters of building taste after H.H. Richardson."² Peabody graduated from Harvard, worked in the offices of Gridley J.F. Bryant, and was one of the group of first Americans to study at the Ecole des Beaux Arts in Paris. Stearns was educated at the Lawrence Scientific School, and continued his training in the office of Ware & Van Brunt.

Preservation Consideration (accessibility, re-use possibilities, capacity Peabody & Stearns also designed for public use and enjoyment, protection, utilities, context)

the Custom House Tower,
the Exchange Building, and
the Albany Building.

Nominated for National Register Designation.

LISTED as NATIONAL REGISTER 12-2-80

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. National Register of Historic Places Inventory - Nomination Form, prepared by Wendy Frontiero.
2. Holden, Wheaton A., "The Peabody Touch: Peabody and Stearns of Boston, 1870-1917," Journal of the Society of Architectural Historians, v. xxxii, May, 1973, p. 114.
3. Boston Directories.
4. Architectural File, BPL, Art Reference.
5. SPNEA photo file, "Atlantic Ave."
6. Buildings-Dept. Records.

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.1665
Historic Name:	Russia Wharf Complex - Graphic Arts Building
Common Name:	Atlantic Wharf
Address:	520 Atlantic Ave 270-272 Congress St
City/Town:	Boston
Village/Neighborhood:	Central Business District; Financial
Local No:	0302952010
Year Constructed:	
Architect(s):	CBT; Childs Bertman Tseckares; Gooch and Pray; Kendall and Stevens; Rand and Taylor
Architectural Style(s):	Classical Revival
Use(s):	Apartment House; Commercial Block; Machine Factory; Other Manufacturing
Significance:	Archaeology, Historic; Architecture; Commerce; Industry
Area(s):	BOS.BD: Russia Wharf Buildings
Designation(s):	Nat'l Register District (12/2/1980)
Building Materials(s):	Wall: Limestone; Brick; Stone, Cut; Copper; Steel; Cast Iron; Glass



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This file was accessed on:

Monday, January 11, 2016 at 5:18: PM



ADDRESS 270-272 Congress COR.

NAME Graphic Art Building
present original

MAP No. 24N/13E SUB AREA Financial

DATE 1897 permit 3-27-1897
source

ARCHITECT Rand & Taylor and Kendall & Stevens
source

BUILDER Gooch & Pray
source

OWNER Boston Real Estate Trust
original present

PHOTOGRAPHS *173/1-80

TYPE (residential) single double row 2-fam. 3-deck ten apt.
(non-residential) printing and type foundry

NO. OF STORIES (1st to cornice) six plus above grade basement

ROOF flat cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl
 (Other) brick stone limestone concrete iron/steel/alum.

BRIEF DESCRIPTION 6x11 bay steel frame Classical Revival structure with intact cast iron base, and fanlighted corner entry recessed behind massive iron column. Segmental arched fenestration with limestone sills and keystones at levels 2-5; 7th level separated by stone sill course, and has rectangular windows with molded brick architraves. Quoined corners and projecting copper modillioned cornice with dentils complete building.

EXTERIOR ALTERATION minor moderate drastic

CONDITION good fair poor LOT AREA 17,603 sq. feet

NOTEWORTHY SITE CHARACTERISTICS Faces new Federal Reserve Bank, central structure of unit of three similar buildings. Freestanding.

SIGNIFICANCE (cont'd on reverse)

Architecturally significant as unaltered design by popular Boston firm at the turn of the century, as well as member of intact trio of commercial/industrial buildings located in area which has recently seen extensive change. Historically significant as site of old Russia Wharf (see 518-540 Atlantic Ave.). Also, was home for many years of firms associated with the printing and publishing trades, leading Boston businesses.

ILFS 06 9/00
 N+ MAK 6/80

Moved; date if known _____

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	X	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community/	_____	Political	_____	Transportation	_____
development	_____				

Significance (include explanation of themes checked above)

Occupying the building from 1899 through at least 1935 was the American Type Founders Co., manufacturers of printers' supplies, as well as Dickinson Electro Foundry (a branch of American Type), producers of electros, half-tones, line-cuts and woodcuts, through at least 1928.*

Rand & Taylor, Kendall & Stevens, was a partnership briefly combined in the 1890s, becoming Kendall, Taylor, and Stevens C. 1899, and Kendall and Taylor in the early 1900s. Henry H. Kendall (1855-1943), senior member, graduated from MIT and continued his training with Wm. G. Preston. He served as assistant to the Supervising Architect of the Treasury Dept. in Washington from 1879-1889, after which he returned to Boston to practice. Bertrand E. Taylor (1855-1909) was born in Vermont and educated there. He began his architectural training in the Boston firm of Ober & Rand, eventually becoming a junior partner. George Dutton Rand began practice in 1879, joining Taylor in 1881 to form Rand & Taylor, after Ober's retirement.

* American Type Founders Co. was an old Boston firm, having been founded in 1817 by Timothy Bedlington and Charles Ewer, as the Boston Type Foundry; it received its current name in 1892.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Nominated for National Register Designation.

Listed in National Register 12-2-80.

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. National Register of Historic Places Inventory - Nomination Form, prepared by Wendy Frontiero.
2. Withey, Henry F. and Elsie Rayburn, Biographical Dictionary of American Architects (Deceased), 1956.
3. Architects Vertical File, Boston Public Library, Fine Arts Division.
4. Building Dept. Records.
5. Boston Directories.
5. 1930 Boston Directory, "Businesses Fifty Years Old or Over," p. 82.

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.1665
Historic Name:	Russia Wharf Complex - Graphic Arts Building
Common Name:	Atlantic Wharf
Address:	520 Atlantic Ave 270-272 Congress St
City/Town:	Boston
Village/Neighborhood:	Central Business District; Financial
Local No:	0302952010
Year Constructed:	
Architect(s):	CBT; Childs Bertman Tseckares; Gooch and Pray; Kendall and Stevens; Rand and Taylor
Architectural Style(s):	Classical Revival
Use(s):	Apartment House; Commercial Block; Machine Factory; Other Manufacturing
Significance:	Archaeology, Historic; Architecture; Commerce; Industry
Area(s):	BOS.BD: Russia Wharf Buildings
Designation(s):	Nat'l Register District (12/2/1980)
Building Materials(s):	Wall: Limestone; Brick; Stone, Cut; Copper; Steel; Cast Iron; Glass



The Massachusetts Historical Commission (MHC) has converted this paper record to digital format as part of ongoing projects to scan records of the Inventory of Historic Assets of the Commonwealth and National Register of Historic Places nominations for Massachusetts. Efforts are ongoing and not all inventory or National Register records related to this resource may be available in digital format at this time.

The MACRIS database and scanned files are highly dynamic; new information is added daily and both database records and related scanned files may be updated as new information is incorporated into MHC files. Users should note that there may be a considerable lag time between the receipt of new or updated records by MHC and the appearance of related information in MACRIS. Users should also note that not all source materials for the MACRIS database are made available as scanned images. Users may consult the records, files and maps available in MHC's public research area at its offices at the State Archives Building, 220 Morrissey Boulevard, Boston, open M-F, 9-5.

Users of this digital material acknowledge that they have read and understood the MACRIS Information and Disclaimer (<http://mhc-macris.net/macrisdisclaimer.htm>)

Data available via the MACRIS web interface, and associated scanned files are for information purposes only. THE ACT OF CHECKING THIS DATABASE AND ASSOCIATED SCANNED FILES DOES NOT SUBSTITUTE FOR COMPLIANCE WITH APPLICABLE LOCAL, STATE OR FEDERAL LAWS AND REGULATIONS. IF YOU ARE REPRESENTING A DEVELOPER AND/OR A PROPOSED PROJECT THAT WILL REQUIRE A PERMIT, LICENSE OR FUNDING FROM ANY STATE OR FEDERAL AGENCY YOU MUST SUBMIT A PROJECT NOTIFICATION FORM TO MHC FOR MHC'S REVIEW AND COMMENT. You can obtain a copy of a PNF through the MHC web site (www.sec.state.ma.us/mhc) under the subject heading "MHC Forms."

Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on:

Monday, January 11, 2016 at 5:18: PM



ADDRESS 270-272 Congress COR.

NAME Graphic Art Building
present original

MAP No. 24N/13E SUB AREA Financial

DATE 1897 permit 3-27-1897
source

ARCHITECT Rand & Taylor and Kendall & Stevens
source

BUILDER Gooch & Pray
source

OWNER Boston Real Estate Trust
original present

PHOTOGRAPHS *173/1-80

TYPE (residential) single double row 2-fam. 3-deck ten apt.
(non-residential) printing and type foundry

NO. OF STORIES (1st to cornice) six plus above grade basement

ROOF flat cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl
 (Other) brick stone limestone concrete iron/steel/alum.

BRIEF DESCRIPTION 6x11 bay steel frame Classical Revival structure with intact cast iron base, and fanlighted corner entry recessed behind massive iron column. Segmental arched fenestration with limestone sills and keystones at levels 2-5; 7th level separated by stone sill course, and has rectangular windows with molded brick architraves. Quoined corners and projecting copper modillioned cornice with dentils complete building.

EXTERIOR ALTERATION minor moderate drastic

CONDITION good fair poor LOT AREA 17,603 sq. feet

NOTEWORTHY SITE CHARACTERISTICS Faces new Federal Reserve Bank, central structure of unit of three similar buildings. Freestanding.

SIGNIFICANCE (cont'd on reverse)

Architecturally significant as unaltered design by popular Boston firm at the turn of the century, as well as member of intact trio of commercial/industrial buildings located in area which has recently seen extensive change. Historically significant as site of old Russia Wharf (see 518-540 Atlantic Ave.). Also, was home for many years of firms associated with the printing and publishing trades, leading Boston businesses.

ILFS 06 9/00
 N+ MAK 6/80

Moved; date if known _____

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	X	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community/	_____	Political	_____	Transportation	_____
development	_____				

Significance (include explanation of themes checked above)

Occupying the building from 1899 through at least 1935 was the American Type Founders Co., manufacturers of printers' supplies, as well as Dickinson Electro Foundry (a branch of American Type), producers of electros, half-tones, line-cuts and woodcuts, through at least 1928.*

Rand & Taylor, Kendall & Stevens, was a partnership briefly combined in the 1890s, becoming Kendall, Taylor, and Stevens C. 1899, and Kendall and Taylor in the early 1900s. Henry H. Kendall (1855-1943), senior member, graduated from MIT and continued his training with Wm. G. Preston. He served as assistant to the Supervising Architect of the Treasury Dept. in Washington from 1879-1889, after which he returned to Boston to practice. Bertrand E. Taylor (1855-1909) was born in Vermont and educated there. He began his architectural training in the Boston firm of Ober & Rand, eventually becoming a junior partner. George Dutton Rand began practice in 1879, joining Taylor in 1881 to form Rand & Taylor, after Ober's retirement.

* American Type Founders Co. was an old Boston firm, having been founded in 1817 by Timothy Bedlington and Charles Ewer, as the Boston Type Foundry; it received its current name in 1892.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Nominated for National Register Designation.

Listed in National Register 12-2-80.

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. National Register of Historic Places Inventory - Nomination Form, prepared by Wendy Frontiero.
2. Withey, Henry F. and Elsie Rayburn, Biographical Dictionary of American Architects (Deceased), 1956.
3. Architects Vertical File, Boston Public Library, Fine Arts Division.
4. Building Dept. Records.
5. Boston Directories.
5. 1930 Boston Directory, "Businesses Fifty Years Old or Over," p. 82.

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Massachusetts
COUNTY: Suffolk
FOR NPS USE ONLY
ENTRY DATE

1. NAME

COMMON:

South Station Headhouse (use for publication)

AND/OR HISTORIC:

South Union Terminal

2. LOCATION

STREET AND NUMBER:

Atlantic Avenue and Summer Street

CITY OR TOWN:

Boston

CONGRESSIONAL DISTRICT:

9th

STATE

Massachusetts

CODE

025

COUNTY:

Suffolk

CODE

025

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME:

Boston Redevelopment Authority

STREET AND NUMBER:

Boston City Hall

CITY OR TOWN:

Boston

STATE:

Massachusetts

CODE

025

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:

Suffolk County Registry of Deeds

STREET AND NUMBER:

Pemberton Square

CITY OR TOWN:

Boston

STATE:

Massachusetts

CODE

025

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

Inventory of the Historic Assets of the Commonwealth of Massachusetts

DATE OF SURVEY: 1974

☐ Federal☒ State☐ County☐ Local

DEPOSITORY FOR SURVEY RECORDS:

Massachusetts Historical Commission

STREET AND NUMBER:

40 Beacon Street

CITY OR TOWN:

Boston

STATE:

Massachusetts

CODE

025

SEE INSTRUCTIONS

STATE: Massachusetts	COUNTY: Suffolk
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

STATE Massachusetts	
COUNTY Suffolk	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

AMENDED SECTION 7 - DESCRIPTION
(Continuation Sheet)

(Number all entries)

The terminal is a 5 story, symmetrical brick structure. The building has a dominant curved headhouse, faced with granite, which was flanked by tan brick wings along Atlantic Avenue and Summer Street; its elbow-shape plan shielded the immense train shed and track facilities from public view. In elevation, the station is divided visually in two layers, giving a pronounced horizontal emphasis: the 2 lower floors are faced with rough-hewn granite and are separated by a continuous stringcourse from the upper floors, which are unified by smooth masonry vertical members in the Giant Order. (This bisection corresponds functionally to the public uses of the lower floors and to the company offices above; it also reflects the double decker track system with subway and suburban electric systems below the track level used for long distance runs.) A continuous entablature with a balustraded parapet is interrupted at the headhouse by an ornate clockpiece, topped by a monumental eagle, which continues the vertical orientation of the pedimented portico just below.

The headhouse has five symmetrically disposed major bays. Its central bay is framed by full-height piers and has 3 grand round arch entrances. The middle arch and accompanying piers project and support the large portico of paired Ionic columns with a triangular pediment. The lateral parts of this central bay and the next two secondary flanking bays continue the Giant Order colonnade behind which the window wall is recessed. In contrast to the columns, the pair of tertiary bays in the headhouse project slightly and are inset with a triple bank of rectangular windows. This latter pavillion motif was repeated at the termination of the wings which otherwise were long plain blocks. Their fenestration pattern on the lower level repeated the round arch theme set in the headhouse; on the upper tier, full height piers separate vertically-arranged rectangular window pairs.

The terminal complex has undergone considerable change, although the headhouse portion externally remains intact. The metal train shed, a combination of cantilevered arms plus floating middle truss, along with the two story metal covered midway, had to be demolished within 30 years due to deterioration. At the same time, interior alterations were made to the passenger waiting rooms and service areas. A single story extention to the Atlantic Avenue wing was demolished along with the full Atlantic Avenue wing and half of the Summer Street wing (from the terminating pavillion through and including the mid-pavillion).

The terminal is part of the South Station Urban Renewal

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Massachusetts	
COUNTY Suffolk	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

Project. Plans and prior commitments require the demolition of the remaining Summer Street wings leaving the entire headhouse as the primary gateway from the central business district to the new intermodal transportation center to be developed behind the headhouse. Although surface vehicular access ways will penetrate the site at the points of the wings, the lateral vision lines will be re-established by the Atlantic Avenue bus terminal and a new office building located on Summer Street.

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1896-1899

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |

STATEMENT OF SIGNIFICANCE

The project for the South Union Station began in 1896 with the incorporation of the Boston Terminal Company, which was composed of the Boston and Albany Railroad Company, the New England Railroad Company, the Boston and Providence Railroad Corporation, the Old Colony Railroad Company and the New York, New Haven and Hartford Railroad Company, uniting the lines from the south of Boston. The trend toward consolidation gained momentum with the skyrocketing costs of maintaining individual lines. Following the North Station example, the new Boston Terminal Co. demolished the 1880 New England Station at Summer Street and Atlantic Avenue which had itself replaced the Boston, Hartford and Erie depot then only nine years old.

A year of planning preceded the construction of the new terminal and produced several important innovations in station planning and track layout. Two major considerations resulted in a prototypical "double decker" track system. First, the terminal site had size constraints due to the high land costs; second, public pressure demanded subway and electric service at the site for efficiency, economy, and minimal polluting effect. The suburban subway and electric lines were underground on a loop track, while the long distance passenger runs had 28 tracks at street level. (This piggyback system reached its acme several years later at New York's Grand Central.) Construction of the terminal took two years beginning in 1897. Dedicated in late December of 1898, the station opened publicly in January, 1899, and was the largest (and quickly the busiest) passenger station in the country. By 1916, South Station was handling 16 million more passengers than Grand Central Station in New York.

The train shed was distinguished technologically by its wide span, 570 feet in total. The engineer designer, J. Worcester, of the Terminal Company adapted the 1891-94 St. Louis Union Station example of an inverted arch/truss system with 5 segments, by combining a curved truss and cantilever arms to create a vast, open shed of only 3 segments. Unfortunately, the effect of pollutants within the shed seriously weakened the structure and forced its demolition in 1930. Numerous other new mechanical devices (track switches, furnaces, trial electric signal lights) as well as passenger amenities (restaurants, washrooms, travel services, etc.) were included in the station.

SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE	
MASSACHUSETTS	
COUNTY	
SUFFOLK	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries) 8. Significance (Cont'd)

In addition to its role in the evolution of station planning, South Station is also significant for its architecture. It was designed by Shepley, Rutan, and Cordidge and built by Norcross Brothers, who were contractors for the majority of H. H. Richardson's works and were the owners of multiple quarries that supplied granite for the architects. South Station was Boston's first (and only remaining) monumental public example of the Neo-classical Revival style. Although the firm was Richardson's successor, the major impetus for the station design comes not from his work but from C. B. Atwood's Terminal Station at the 1893 World's Columbian Exposition in Chicago. Active in Chicago during and after the Exposition, the Boston firm produced a considerable Neo-classical and Beaux Arts classical repertoire. South Station, a more restrained, sober and quiet design than their earlier classicizing works, established this trend in later railway terminals, including Pennsylvania Station, New York, and Union Station, Chicago - now both demolished. Boston had firmly rejected the mid-century picturesque station type: the only remnant was the clockpiece, no longer set high on a square tower, but just above the roofline. The clock, long a symbol of the railroad industry's reliance on punctuality and speed, was manufactured by the Edward Howard Clock Company of Roxbury and, later, Waltham. It is the largest and only remaining double, three-legged escapement mechanism in New England.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

1. Alexander, E.P. Down at the Depot, New York: Clarkson Potter, 1970.
2. Boston Herald, September 5, 1897; October 18, 1964.
3. Francis, G.B. The South Terminal Station, Boston, Mass. reprinted from Proceedings, American Society of Engineers, December, 1899.
4. Meeks, C.L.V. The Railroad Station, An Architectural History, New Haven: Yale University Press, 1956.
5. Whitehill, W.H. Boston: A Topographical History, 2nd ed., Cambridge: Belknap Press of Harvard University, 1968.
6. Windsor, J., ed. The Memorial History of Boston, Boston: J.R. Osgood, 1880.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		42 21 07.294	71 03 20.393	
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 0.5

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: Elizabeth Amadon, Executive Director, by Boston Landmarks Commission

ORGANIZATION: Massachusetts Historical Commission DATE: October, 1974

STREET AND NUMBER: 40 Beacon Street

CITY OR TOWN: Boston STATE: Massachusetts CODE: 02108

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☒ State ☐ Local ☐

Name Elizabeth R. Amadon
Elizabeth R. Amadon

Title State Historic Preservation Officer (designee)

Date October 31, 1974

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Director, Office of Archeology and Historic Preservation

Date _____

ATTEST: _____

Keeper of The National Register

Date _____

SEE INSTRUCTIONS

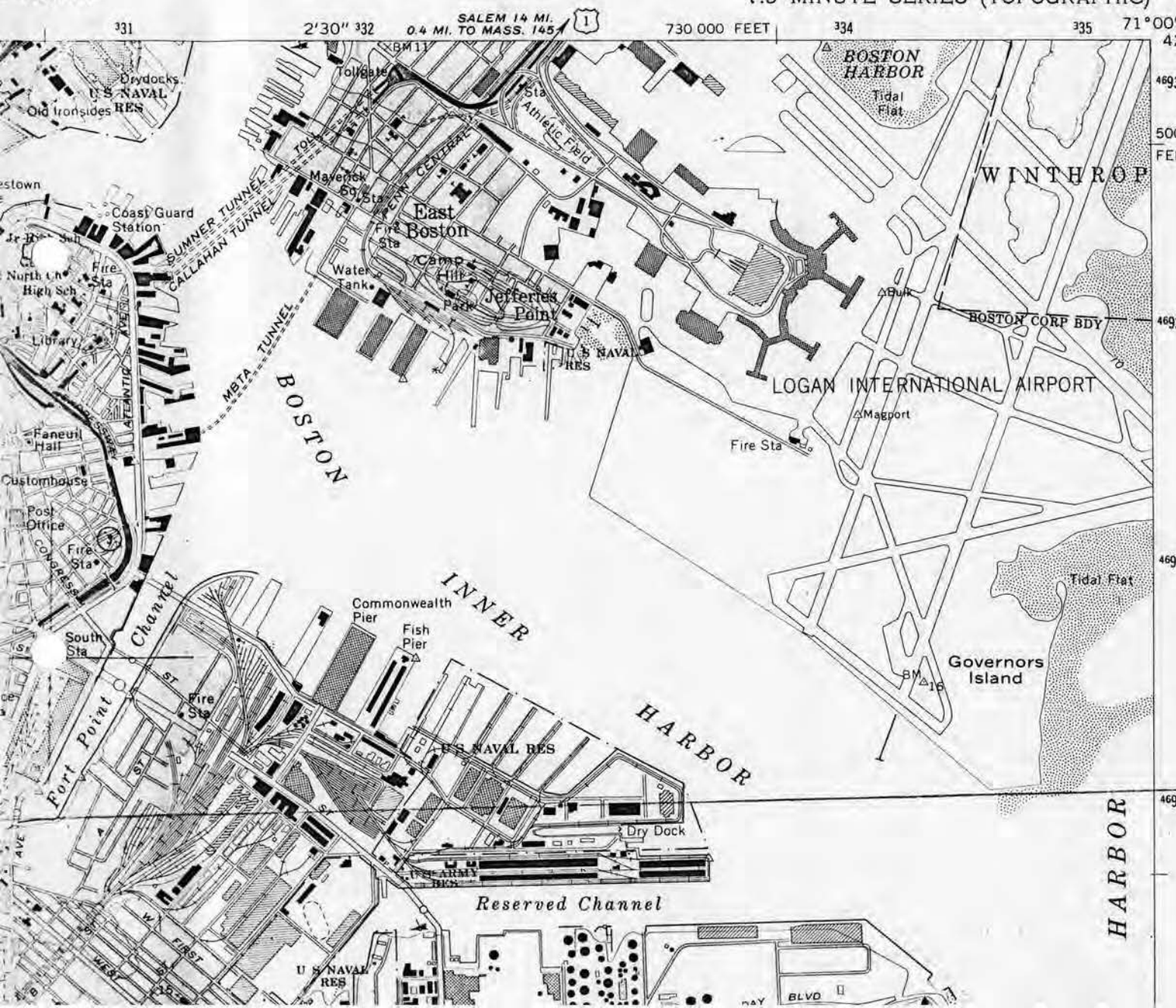


SOUTH STATION HEADHOUSE
Atlantic Avenue & Summer
Boston, Massachusetts
Scale: 1"=100'

MASSACHUSETTS
WORKS

BOSTON SOUTH QUADRANGLE
MASSACHUSETTS
7.5 MINUTE SERIES (TOPOGRAPHIC)

6808 (V NW)
(LYNN)



SOUTH STATION HEADHOUSE
Atlantic Ave. & Summer St.
Boston, Massachusetts

LAT: 42° 21' 07.294"
LONG: 71° 03' 20.393"

4690690

FORM 10-301 A
(6/72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM
(Type all entries - attach to or enclose with photograph)

1. NAME		
COMMON	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
South Station Headhouse	South Union Terminal	
2. LOCATION		
STATE	COUNTY	TOWN
Massachusetts	Suffolk	Boston
STREET AND NUMBER		
Atlantic Avenue and Summer Street		
3. PHOTO REFERENCE		
PHOTO CREDIT	DATE	NEGATIVE FILED AT
Boston Redevelopment Authority	1971	Boston Redevelopment Authority City Hall, Boston, MA
4. IDENTIFICATION		
DESCRIBE VIEW, DIRECTION, ETC.		
View of Headhouse from Dewey Square looking south-easterly with Summer Street wing at the left.		

Form 10-301
(July 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM
(Type all entries - attach to or enclose with map)

1. NAME		
COMMON South Station Headhouse	AND/OR HISTORIC South Union Terminal	NUMERIC CODE (Assigned by NPS)
2. LOCATION		
STATE Massachusetts	COUNTY Suffolk	TOWN Boston
STREET AND NUMBER Atlantic Avenue and Summer Street		
3. MAP REFERENCE		
SOURCE sketch map - Boston Redevelopment Authority	DATE June 1, 1965	SCALE 1"=100'

REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW.

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

(Type all entries - attach to or enclose with map)

1. NAME		
COMMON	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
South Station Headhouse	South Union Terminal	
2. LOCATION		
STATE	COUNTY	TOWN
Massachusetts	Suffolk	Boston
STREET AND NUMBER		
Atlantic Avenue and Summer Street		
3. MAP REFERENCE		
SOURCE	DATE	SCALE
Boston Redevelopment Authority	October, 1974	1"=40'
REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW.		

GPO 932-010

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

(Type all entries - attach to or enclose with map)

1. NAME		
COMMON	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
South Station Headhouse	South Union Terminal	
2. LOCATION		
STATE	COUNTY	TOWN
Massachusetts	Suffolk	Boston
STREET AND NUMBER		
Atlantic Avenue and Summer Street		
3. MAP REFERENCE		
SOURCE	DATE	SCALE
U.S.G.S., Boston South	1970	1:24,000
REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW.		

GPO 932-010

Attachment B: Inventory of Historic and Archaeological Assets of the Commonwealth Forms (Excerpted)

Attachment B includes of Inventory of Historic and Archaeological Assets of the Commonwealth forms (excerpted) that are on file at the MHC and BLC. Forms in Attachment B are:

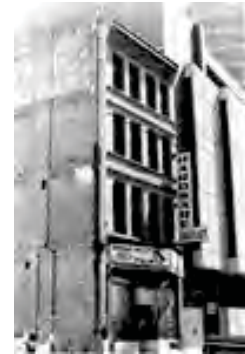
- Chester Guild, Hide and Leather Machine Company
- Chinatown District
- Federal Reserve Bank of Boston
- Keystone Building
- Kneeland Street Steam Heating Plant
- MBTA Operations Center Power Substation
- Readville Industrial Area
- South End Industrial Area
- 245 Summer Street
- USPS General Mail Facility/South Postal Annex
- Weld Building

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Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.1793
Historic Name:	Guild, Chester Hide and Leather Machine Company
Common Name:	
Address:	51 High St 145 Purchase St
City/Town:	Boston
Village/Neighborhood:	Central Business District; Financial
Local No:	0304383000
Year Constructed:	c 1873
Architect(s):	
Architectural Style(s):	Classical Revival
Use(s):	Abandoned or Vacant; Commercial Block; Machine Factory; Other Manufacturing; Speciality store
Significance:	Architecture; Commerce; Industry
Area(s):	
Designation(s):	
Building Materials(s):	Wall: Brick; Granite; Stone, Cut; Cast Iron



The Massachusetts Historical Commission (MHC) has converted this paper record to digital format as part of ongoing projects to scan records of the Inventory of Historic Assets of the Commonwealth and National Register of Historic Places nominations for Massachusetts. Efforts are ongoing and not all inventory or National Register records related to this resource may be available in digital format at this time.

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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on:

Monday, January 11, 2016 at 5:27: PM

BOSTON LANDMARKS COMMISSION Building Information Form Form No. Area CBDADDRESS 51-53 High St. OPP. 245 Purchase St.NAME present originalMAP No. 24N/13E SUB AREA FinancialDATE c. 1873 source (No permit)ARCHITECT unknown sourceBUILDER unknown source1874 Atlas
OWNER Chester Guild & Son
original presentPHOTOGRAPHS 26³/₁, *35⁵/₂-80TYPE (residential) single double row 2-fam. 3-deck ten apt.
(non-residential) mercantileNO. OF STORIES (1st to cornice) four plus above grade basement at rearROOF flat cupola dormersMATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl
(Other) brick stone granite concrete iron/steel/alum.

BRIEF DESCRIPTION Narrow 4 bay mercantile building with granite facade. Rectangular fenestration with beveled window edges; sill courses, and projecting band course between stories. Stone modillion block cornice. Rear facade of brick has fully exposed basement level, granite sill and lintel courses, and corbelled cornice; largely covered by advertising signs and firescape.

EXTERIOR ALTERATION minor moderate drastic storefrontCONDITION good fair poor lack of maintenance LOT AREA 2440 sq. feetNOTEWORTHY SITE CHARACTERISTICS Buildings recently razed on northeastern side.

SIGNIFICANCE (cont'd on reverse)

Structure architecturally significant as early post-fire granite mercantile structure, once part of continuous granite-faced row down High and around corner on Federal Street. Also, historically significant as related to the leather industry, rebuilding in this area after devastation by Great Fire of 1872.

The 1874 Atlas indicates that this building was already occupying the site, and the 1883 Atlas pictures a streetscape wall of stone facades extending

1118 16 9100
111 111 6/80

Moved; date if known _____

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	<u>x</u>	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community/	_____	Political	_____	Transportation	_____
development	_____				

Significance (include explanation of themes checked above)

from 27 to 85 High St. and down the Federal Street block.

The original occupant of 51-53 High Street was Chester Guild, Hide & Leather Machine Co., previously located on Blackstone Street and first listed here in the directories in 1874. By 1887, he was joined by H.H. Read & Co., split leathers, etc.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. Whiting, John, A Schedule of Boston Buildings and their Occupancy, 1877.
2. 1874 & 1883 Atlases of Boston Proper.
3. Boston Directories.

**CITY OF BOSTON
BOSTON LANDMARKS COMMISSION**

**CHINATOWN-SOUTH COVE
COMPREHENSIVE SURVEY PROJECT
FINAL SURVEY REPORT**

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July 11, 1997**

CHINATOWN-SOUTH COVE
SURVEY PROJECT

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NOTE: CHINATOWN-SOUTH COVE SURVEY PROJECT Inventory Forms,
Survey Maps, and Photograph Negatives are deposited at the
Boston Landmarks Commission, Room 805, Boston City Hall
Boston, MA 02201 (617-635-3850)

CHINATOWN-SOUTH COVE
COMPREHENSIVE SURVEY PROJECT
METHODOLOGY STATEMENT

Survey Objectives

The objective of the Chinatown-South Cove Survey was to provide a comprehensive inventory of all properties and areas within the defined boundaries of the Chinatown-South Cove area within the limit of forty-five (45) inventory forms of the Massachusetts Historical Commission (MHC) standards. The survey was designed to update the previously existing inventory of the Boston Landmarks Commission (BLC) for the Theatre District (1979) and the Central Business District (1980), as well as an informal field survey of the Chinatown-South Cove area (1971). The survey was intended to explore significant urban themes for the area that included both social history and ethnic heritage in addition to traditional architectural history of all properties and areas within Chinatown-South Cove. The survey area boundaries included Essex Street (north), Edinboro-Hudson Streets to Tai Tung Village (east), Marginal Road (south) and Washington Street (west).

Assessment of Previous Research

Within the Chinatown-South Cove Survey Area, assessment of existing inventory forms in the Theatre and Central District surveys from 1979-1980 revealed a pattern that focused on the area north of Kneeland Street to Essex Street between Washington and Edinboro-Hudson Streets. These BLC inventory forms generally included the building date and architect from Boston Building Department files and some Suffolk County Deed research on selected buildings. A general sense of social and ethnic history was also included within an overview of Chinatown history. No specific effort had been made to date the 19th-century brick row buildings that formed the primary historic streetscapes within Chinatown beyond a general assessment of age.

For the area south of Kneeland Street, only the 1971 field survey of the Chinatown-South Cove area was available. Some of the 19th-century streetscapes had been inventoried on BLC forms with MHC numbers for the Tyler-Harvard-Hudson Streets area that included the Quincy School. However, these were general summaries without research or documentation of sources. For the area between Harrison Avenue and Washington Street, no inventory had been filed beyond the 1971 field survey. This included the brick row streetscapes on Oak Street and Johnny Court, and the New England Medical Center (NEMC) buildings on Bennet-Nassau-Harvard Streets, as well as St. James Church on Harrison Avenue.

Selection Criteria

The process of selecting properties for the Chinatown-South Cove inventory was based on the essential need to date and determine the 19th-century brick row streetscapes that form the primary historic resource of Boston Chinatown. While some of these rows appeared to be carefully documented in the existing BLC files, the majority were only generally understood. A second group of buildings that were found in need of careful research were those in the New England Medical Center complex, all without dates or background historical context. A third group were the Kneeland Street garment loft buildings that had been overlooked in the Central District and Theatre District BLC surveys. Finally, the group of suspected 19th-century buildings on Essex and Washington Streets that appeared to warrant additional research for age and significance.

Beyond the dating of individual properties, was the larger need to assemble an ethnic and cultural history of the Chinatown-South Cove survey area. While, a general sense of the Chinatown development sequence was known, the sequence of Chinese immigration to Boston and links with other ethnic groups were only vaguely understood. Thus, a search for primary sources and contemporary records of easy access became a primary objective to understand the development of Boston Chinatown in a national perspective.

Finally, the additional need to update the existing BLC survey forms and include historic period signage for Chinatown restaurant locations, required revision of the Late Modern Period to 1960 as determined by the MHC. Even this recent date was taken with an expanded option that included a final period date at 1970-1975, bringing the need for BLC survey revision within the last twenty-five years.

Survey Procedures

The priorities for survey procedures involved a complex balance to determine accurate original dates on all buildings within the Chinatown-South Cove area and the need to develop a cultural history that brought the historic context to the recent past.

The first priority was to deed date all the 19th-century brick row streetscapes in Chinatown-South Cove so that the oldest properties could be securely identified. All existing BLC inventoried properties were examined and those with deed dates used as a base line. Unfortunately, only a few BLC forms matched this basic dating criteria, notably those at 5-7 Knapp Street. Thus, a considerable effort was made to research all available brick row streetscapes at the Suffolk County Deed library in Boston. The basic source was the 1874 Hopkins Atlas of Suffolk County, that named all property

owners in 1874. A xerox map was made of the South Cove Hopkins Atlas plates and a systematic research schedule was developed to back-list grantee names from the 1874 Atlas names to the first lots sales deed listing to reveal the housewrights and carpenters by name for most of the brick rows. This process was completed at the end of PHASE I (November 1996) was a full Deed Dated Sheet of Brick Row Houses that showed similarity of names and dates to be understood for the 19th-century, especially for the crucial period 1835-1845.

At the same time the deed dates were being compiled, a search was made to determine available Boston Directory listings for Chinatown-South Cove area. It was discovered that the earliest cross-referenced street/name addresses began with the 1930 Directory, also coinciding with the 1930 Chinese Directory of New England. Thus, a serious gap existed between the original deed dates for each property listing in the mid-19th century and the 1930 Directory datum for street/name listings. Part of the problem was solved by random searching under "Chinese" and "Syrian" listing in the Boston Directory which revealed locations of civic associations for the 1905-1915 period. One important source proved to be the social area maps in Robert Woods, The City Wilderness in 1898 from surveys of 1897-1898. While reproductions of the maps were available in modern reprints, the original color plates showing the ethnic patterns in the South Cove ("Distribution of Race Factors"), were missing from most major libraries. The only available edition was found at the Massachusetts State House Library and thereby hand-copied as a base map for street-block ethnic patterns of 1898. The other available contemporary source of limited use were the property names on the Bromley Atlas of Boston editions for 1883, 1895, 1898, 1912, 1917, 1922, 1928 and 1938, although locating a full sequence of all atlases proved difficult. Most were available for xeroxing at the Suffolk County Court House and others at the Boston Public Library and the Pusey Map Library at Harvard University. The atlas names provided a key to general ethnic change in property owners, although not necessarily of residents. Other early maps proved less useful, as the 1852 series by McIntyre and that of Slatter & Classon, both without names and depicting the South Cove blocks already developed. The 1814 Hales Map of Boston was of some value for the earliest Federal Period building locations, most notably in the discovery of the Peter Trott House at 37 Bennet Street. It was thus determined that the problem of name listings before 1930 was a considerable void that would be accepted as a research gap until further discoveries were made.

In order to gain an insight on the Chinese settlement history in Boston, several research avenues were followed. The initial effort was made with the North Adams Public Library and the history of the 1870 Sampson Company shoe

strike that brought Chinese workers from San Francisco to North Adams and eventually to Boston in 1875. A printed bibliography of contemporary references proved most valuable, including articles from 1892 and 1903 on the Harrison Avenue Chinese settlement. Also of critical value was the discovery of "Laundries" listing in the Boston Directory with Chinese names as early as 1875, confirming the traditional settlement date. Of similar historic value was the 1885 Sanborn Insurance Map of Boston that showed "Chinese Laundry" locations on the atlas plates, available in microfiche xerox from the Harvard Map Library. Such contemporary listings for "Restaurants" in the Boston Directory likewise proved invaluable, especially for locating the Hong Far Low Restaurant at 36½ Harrison Avenue, first listed in 1896. The 1930 Chinese Directory likewise was a useful reference guide, especially in translating Chinese characters to English lettered names for signage and meaning. This was further aided by staff at the Yenching Institute Library at Harvard University who helped in translating key signage from historic period photographs. Finally, a careful search for Chinese names on the Bromley Atlas editions revealed names as early as 1912 and 1917, checked against grantee listings in the Suffolk County Deeds. Nevertheless, the problem of reconstructing Chinese settlement patterns, as well as earlier Irish, Jewish and Syrian settlement before 1930 Directory street/name listings proved a serious problem that was accepted as a research gap for the final Historical Narrative.

As the deed, atlas and directory research proceeded, an effort was made to contact individuals within the survey district of Chinatown-South Cove who had historic archives for important properties. A successful contact was made with Margaret Buckholt at the Boston Dispensary (NEMC), with Fr. Hugh Reagan at St. James the Greater Church, and with Stephanie Fan of the Chinese Historical Society of New England. Other contacts were made with Prof. Christopher Lee Yip at San Luis Obispo State College (California) and with Timothy Samuelson at the Commission on Chicago Landmarks (Illinois) for the San Francisco and Chicago Chinatown historic survey efforts. A similar series of contact calls was made with Preservation Commissions in San Francisco and New York City with limited success on Chinatown surveys.

At the same time contact calls were being made, parallel research effort on Boston architects was made through Roger Reed and Earl Shettleworth of the Society of Architectural Historians (SAH) on Gridley J.F. Bryant. The Bryant research revealed his work on the Quincy Grammar School and possible collaborations with South Cove housewrights cited in deed references on the brick row streetscapes. during the mid-19th-century. Similarly, professional conversations were held with SAH members Cynthia Zaitzefsky and Margaret Henderson Floyd on the architectural career of Clarence S. Luce and his work on the Boston Dispensary.

As work progressed, the need to reconstruct the history of the Kneeland Street garment industry became an obvious priority in PHASE II. While directory listings could be made for the Kneeland Street firms in 1930, the development sequence before 1930 proved elusive. A search of all "garment" and "apparel" listings in the Boston Public Library (BPL) and Harvard Graduate School of Design (Gund Library) revealed little obvious building information, as none of the key Boston newspapers was indexed before 1978. One contemporary source on the widening of Kneeland Street during 1925-1927 was found in the Boston Planning Board Reports, but without direct reference to the garment lofts. Eventually contacts were made by on site visit and family contacts with former Kneeland Street garment company owners, Lester Geist (Herman Geist Company) and Sumner Berke, still in operation at 75 Kneeland Street. These oral interviews revealed the ethnic patterns of Jewish owners and Irish, Syrian, Italian, Hispanic workers with Chinese after the Second World War and the lifting of restrictive Asian immigration laws. Still, the problem of a full history of the Kneeland Street garment industry remained elusive and was accepted as a research void for PHASE III.

To determine the sequence of Chinatown signage, research into the building packets (BP) at the Boston Inspectional Services Department (Boston Building Department) at 1010 Massachusetts Avenue was undertaken. Fortunately, such BP records often contained hand-drawn sign diagrams and blueprints of the former restaurants that could be matched with present street signage in Chinatown. The pattern showed that most existing "historic" signs actually post-dated 1960. Thus, the final date of 1970 was established for Late Modern Period as the concluding datum for the survey. As the building survey was underway in PHASE III, a continuing effort was made to research all useful BP records, a process that extended into the final PHASE IV when questions of particular date or architect were needed for inventory narratives. Thus, all key buildings were researched for BP records and Chinatown restaurant locations on Tyler and Hudson Streets where research time and inventory permitted.

As the research efforts into building records was made, so direct field survey for photography underway during PHASE II and PHASE III (January-May 1997). While a mild winter snow aided street photography, the site-lines for the Chinatown streetscapes proved difficult with narrow streets and heavy urban traffic. Eventually eight (8) black/white survey rolls were made to improve upon such narrow show angles, especially on Kneeland Street, Tyler and Beach Streets. Research was also undertaken into the historic photo archives at the Bostonian Society where "Chinatown" files proved very useful, even with limited selections. The photo archives at the Society for the Preservation of New England

Antiquities (SPNEA) and the Boston Street Railway Association (BSRA) were intended as research efforts, but never realized due to limited time.

Perhaps the most useful survey efforts were made by direct field contact. This was especially successful with the Hong Far Low Restaurant at 36½ Harrison Avenue, the Quong Kow Chinese School at 18 Oxford Street (Sun Sun Co.), the Quincy School at 90 Tyler Street (Kwong Kow School) and St. James Church at 123 Harrison Avenue. These site contacts allowed interiors to be photographed and inventory analysis to be made.

For preparation of the inventory forms, all the research strategies outlined above were focused on the individual properties. A Data Sheet of Inventoried Properties in Chinatown-South Cove was compiled during PHASE II and revised again for PHASE III (May 1997). It was determined that the surveyed properties should be treated as original research efforts, independent of existing BLC surveys in order to gain a systematic survey product for the entire area. In this regard, copies of all atlas maps were made, copies of all street directories for each streetscape were made from the 1930-1970 Boston Directory, and copies of all available BLC inventory forms were made, with belated discovery of missing BLC forms at the MHC file office. In each case a sketch chart was developed for the inventory property, usually on the streetscape scale, that showed deed references, atlas names and the primary ethnic name sequence for each address available from 1930-1970 and back-listed to the Wood social area map of 1898. By this process, the complete historic sequence of the building and its streetscape could be developed and discussed in the Architectural Description and Historical Narrative. One useful source for building changes were the number of stories listed on the Sanborn and Bromley atlases. Several such streetscape histories could be analyzed by this simply method beyond the BP records, then checked with further BP record research where necessary.

Products and Accomplishments

The final PHASE IV inventory of the Chinatown-South Cove Survey Project included 46 MHC forms, with 4 Areas (A-Forms), 32 Streetscapes (G-Forms), 9 Buildings (B-Forms) and 1 Structure (F-Form). Of these 29 MHC forms were revisions of existing BLC inventory forms and 17 were new inventory forms for the Chinatown-South Cove Survey. Of the newly inventoried properties were 4-Areas, 9-Streetscapes, 3-Buildings and 1-Structure. Beyond the PHASE IV 46 MHC forms, 2 Buildings not included in the original 1979-1980 BLC inventory were given MHC numbers and included in the final Street Index of Inventoried Properties.

Considerable effort was made in the final PHASE IV inventory to accommodate the historic brick row streetscapes as specifically as possible, while still maintaining the inventory limit of 45 forms. It was decided to give priority to individual streetscape blocks in place of revised inventory forms for existing buildings in the BLC Central District and Theatre District surveys. The Chinatown-South Cove area was thus focused upon the district south of Kneeland Street that had never received detailed BLC inventory effort, leaving some of the garment loft buildings north of Kneeland Street without additional survey revision. These garment lofts have existing MHC inventory numbers and can be expanded at a later date. The one serious exception are a series of 19th-century buildings on Essex Street with questionable deed research records that were partially complied, but omitted from the final survey due to restrictions of the inventory. Thus, the current Chinatown-South Cove Survey Project focused the final inventory upon the brick row streetscapes as originally intended in PHASE I, with the revision of Chinatown streetscapes and building north of Kneeland Street. Secondary priority was given to the Area (A) forms for the New England Medical Center (NEMC) and to buildings of the Kneeland Street garment district that had not been included in previous BLC inventories.

The final Chinatown-South Cove Comprehensive Survey Project has provided the most detailed research on the properties within this culturally significant area of Boston, matching with detailed urban areas of the Back Bay and North End. In fact, every property was surveyed and set in an extended research effort extending from the mid-19th-century to the mid-20th-century accounting for all significant changes in the building fabric and ethnic settlement. The result is the most comprehensive inventory of an American Chinatown by a public preservation commission in the United States. In the case of Boston, this detailed record covers the full period from initial Chinese settlement in 1875 to recent restaurant signage in 1970, almost a full century of ethnic change. The Boston Chinatown survey thus provides a potential model inventory for other American cities as Chicago and New York of similar age. More importantly, the intact survival of Boston Chinatown since 1875, therefore predates major West Coast Chinatown districts as San Francisco and Los Angeles, both suffering fire (1906) and urban renewal (1933), leaving the Boston Chinatown building fabric from the 19th-century as a nationally significant example of an urban Chinese community of National Register nomination potential.

Beyond the national significance of the Boston Chinatown survey, is the local importance of inventory for the New England Medical Center (NEMC) as an example of urban hospital development in an immigrant district. The complex building history and notable medical innovations of the NEMC

buildings has shown the Boston Dispensary at 25-37 Bennet Street as a significant institutional complex of potential National Register nomination and of Boston Landmarks Commission designation as a Local Landmark. A similar National Register nomination has been proposed for the Quincy Grammar School at 88-90 Tyler Street as the first graded middle school in the United States, surviving intact with period classrooms, still in use by the Kwong Kow Chinese School. Of local significance for National Register nomination is St. James Church at 123 Harrison Avenue by noted Archdiocesan architect, P.C. Keeley, and the remarkable Art Deco design of the Hudson Building at 75 Kneeland Street, also of significant in the history of the Boston garment trade. Other remarkable discoveries include the 1896 Hong Far Low Restaurant at 36½ Harrison Avenue with its marble stairway and celestial balcony intact, the 1919 On Leong Association Building at 2 Tyler Street, and the Eastern Live Poultry at 48 Beach Street in business since 1912.

Within the larger Chinatown-South Cove area, the survival of Federal Period streetscapes is perhaps the most important discovery of detailed deed research by the survey. Such Federal Period brick rows remain remarkably intact on Oak Street and Johnny Court with backyards adjacent to Harrison Avenue. These predate South Cove development and are, in fact, contemporary with the opening of the first steam trains on the Boston & Worcester Railroad in 1835 (now AMTRACK and I-90 Massachusetts Turnpike). A similar historic streetscape survives on Harvard-Hudson-Tyler Streets from the first South Cove development in 1838, notable for its landmark "Chinese Church" visible from the Southeast Expressway (I-93). Possibly of great archaeological significance is the survival intact of a natural slope of the original Shawmut Peninsula at Bennet and Nassau Streets with prehistoric native shell fishing site potential.

Survey Expectations

The final Chinatown-South Cove Survey differed from the original expectation of PHASE I in the amount of research time needed to develop an accurate inventory of the properties within this dense urban area. While the deed dating of the 19th-century brick row streetscapes proceeded on schedule, the effort to assemble a full ethnic cultural history for each property within Chinatown proved an extensive task not fully realized until the concluding weeks of PHASE III. Moreover, the significant research effort needed to understand the complex institutional history of the New England Medical Center (NEMC) and the Kneeland Street garment industry, also involved considerable effort of understanding. The final result of a comprehensive survey for Chinatown-South Cove thus required extraordinary research simply to set the inventory to the current

standards required by the BLC and MHC forms. The intense urban development from 1835-1970 for an dense district such as Chinatown-South Cove needs to be accommodated in future survey scopes for such city areas in Boston. Complex urban districts as Beacon Hill or South Boston need extra funding and skilled survey consultants to insure current inventory standards are satisfied. The costing formula of \$88.88 for each inventory form should be recalibrated to \$200.00 for each inventory form in dense urban districts as Chinatown-South Cove, especially when a full building and ethnic cultural history is required for each property. The extra expense of time to complete the Chinatown-South Cove survey and the expanded requirements for recent datum to 1970 added additional costs not included in the original scope of work. While such underestimated costing was absorbed by the consultant, the discoveries of Chinese settlement history and early Federal Period buildings offset the limitations of the contract fee. In this regard, the Chinatown-South Cove Survey can provide a model both for Boston and for national urban surveys of Chinatown districts by public preservation commissions.

NARRATIVE HISTORY
CHINATOWN-SOUTH COVE
BOSTON, MASSACHUSETTS

AREA INTRODUCTION

The Chinatown-South Cove district is bounded by Essex Street (north), Washington Street (west), Marginal Road (south) and Hudson-Edinboro Streets (East) with an exception for Tai Tung Village at Harrison Avenue, Oak Street, Tyler Street and Tai Tung Street. The natural topography originally followed the neck of the Shawmut Peninsula along Washington Street to the tideline at Beach Street with a gentle slope still obvious from Washington Street east to Harrison Avenue at Bennet and Harvard Streets and from Essex Street south to Beach Street along Harrison Avenue. The natural flora at time of Contact was likely exposed tidemarsch grasses and possibly some hardwoods along the axis of Washington and Essex Streets.

FIRST PLANTATION PERIOD
1620-1675

Initial English settlement of the native Shawmut Peninsula was made in 1625 by Thomas Blackstone (now Boston Common) with organized settlement of Boston by the Massachusetts Bay Company in 1630 (now Court Street), beyond the bounds of the Chinatown-South Cove district. Within the district, the original course of the native trail along the Shawmut Neck followed the eastern tidemarsch shore along a natural slope to Beach Street. This slope is still intact at Bennet, Harvard and Nassau Streets and offers some archaeological potential of native shell fishing sites, especially in the sealed parking lots of Ash Street and Maple Place. The remainder of the trail is preserved in the alignment of Washington Street north from Beach Street to Essex Street. A series of five home lots were divided along the south (odd) side of Essex Street with surviving lot lines preserved in the alignment of Edinboro Street, Ping On Street, Oxford Street and Harrison Avenue to Beach Street. Limited archaeological potential for the 17th-century home lot sites might exist at the sealed parking lots at 33-37 Essex Street and 85-91 Essex Street.

COLONIAL PERIOD
1675-1780

During the Colonial Period, settlement within the district remained limited to the Essex Street home lots and the axis of Washington Street north of Beach Street. The axis of Washington Street was relocated directly north along the Shawmut Neck during the 18th-century to its present

alignment with tidemarsh passageways preserved at Harrison Avenue (Ransford's Lane), Oxford Street (Peck's Lane), Bennet Street, Nassau Street and Pine Street. Both Beach Street and Essex Street preserve authentic First Period names dated to 1708. No Colonial Period houses are known to remain in the district, although some limited archaeological potential of period sites might remain in the sealed parking areas of 646-672 Washington Street and 33-37 Essex Street.

FEDERAL PERIOD 1780-1830

The formative street plan of the Chinatown-South Cove district was established during the Federal Period with some surviving buildings still preserved intact. The formative project of the period was the Front Street Association, platting a wharfage street south from the Beach Street tidemarsh to the South Boston Bridge as Front Street (now Harrison Avenue) in 1804. The primary development was located along the axis between Washington Street east to Harrison Avenue with a mix of wooden and brick buildings, according to the 1814 Hales Map of Boston. Remarkably, two Federal Period brick houses remain within the district, both well preserved examples of their plan type. The earliest is the Peter Trott House at 37 Bennet Street (MHC# 12830) built 1807-1809, a four-story brick row with reduced attic and interior details as newel posts, window glass and framing, now maintained as part of the Boston Dispensary complex in Federal Style buff paint scheme, the oldest documented building in the Chinatown-South Cove district. The second of the Federal Period buildings is the James Spear house at 79 Harrison Avenue (MHC# 2273) of 1822, a three-story side hall plan with original brick facade intact, notable as the only surviving period building to date to the Front Street wharfage lots facing South Cove. Some archaeological potential of former South Cove wharves might exist in the sealed parking lots of the New England Medical Center between 150-190 Harrison Avenue south of Harvard Street and the rear playground of the Quincy Grammar School at 88-90 Tyler Street (MHC# 2228-2229).

EARLY INDUSTRIAL PERIOD 1830-1875

The present urban character of the Chinatown-South Cove district was established during the Early Industrial Period. The formative development was the street plan of the South Cove Corporation in 1835 from the Front Street (Harrison Avenue) wharves east to the Boston & Worcester Railroad yards in South Cove (now I-93 Central Artery Project). The South Cove subdivision platted Buffalo (Tyler) Street, Hudson Street and Albany Street named after New York state railroad

locations, and extended, Oak Street, Harvard Street, Kneeland Street and Beach Street to the Albany Street railroad yards. The Panic of 1837 interrupted real estate development of the South Cove area until recovery in 1840, except for building along the axis of Oak Street at Maple Place and Johnny Court on the original Front Street lots from Harrison Avenue where development was already in progress. Here a well-preserved urban row streetscapes remain remarkably intact with Late Federal Style brick housing. Notable among this group is 29-39 Oak Street (MHC# 12818-12823) with paired end chimney stacks of 1832-1836, the facing rows at 1-9 Johnny Court and 2-10 Johnny Court (MHC# 12804-12812) of 1836-1839, and the extended row at 211-219 Harrison Avenue (MHC# 12794-12798) with the Rogers-Baily House at 229 Harrison Avenue (MHC# 12801) both of 1836-1838. These display the tight cornice eaves and low basement lines of the Late Federal Style with some elements of Early Greek Revival in brownstone lintels and granite stairs. The survival of these Oak Street housing rows to Harrison Avenue also preserves rear yard streetscapes, a rare period feature. Two other early brick houses of note are found at 5-7 Knapp Street (MHC# 2278), built by developer Thomas Holland ca. 1835-1839, rebuilt from earlier wood frames rows of 1812-1815.

The speculative development of the South Cove lots resumed after 1840 created the brick row streetscapes that define the present historic fabric of Chinatown. A variety of builders followed standard sidehall row plans of the period using minimal detailing in Greek Revival Style. The earliest examples of South Cove brick rows are seen in the well preserved streetscape at 55-65 Harvard Street (MHC# 2192-2196, 2199/BOS-BF) of 1839-1842 with original dormers and recessed entryways and the facing streetscape remaining at 58-64 Harvard Street (MHC# 2197-2198) of 1841-1842, notable for its surviving granite posted corner store at Hudson Street. The adjacent rows at 71-79 Hudson Street (MHC# 2000-2004/BOS-BG) and 72-76 Tyler Street (MHC# 2220-2222) both of 1840-1842, also remain in remodeled form as part of early South Cove development.

The majority of the surviving South Cove brick row streetscapes are located north of Kneeland Street. The finest example of the group is the extended row at 4-11 Oxford Place (MHC# 1925) of 1842-1843, complete with its dormer windows, granite steps and rear alleyway, remarkably unchanged from original Greek Revival design, preserving an early Irish immigrant tenement row nearly intact. The adjacent streetscape at 48-50 Beach Street (MHC# 1531-1532) of 1841-1842 is the earliest original Greek Revival row now within Old Chinatown. Two well preserved extended brick rows are found within the same block at 12-22 Tyler Street (MHC# 2091) and 11-23 Hudson Street (MHC# 1805) both of 1843-1844 retaining some period features as dormers and granite steps, indicating the impressive scale of South Cove development.

Some early row houses remain as isolated examples of former streetscapes, including 86 Harrison Avenue (MHC# 1780) of 1840-1841, 16-18 Hudson Street (MHC# 1801) of 1841-1842, and 23-27 Tyler Street (MHC# 2094-2095) of 1840-1842, all retaining some original period features as dormer windows and granite stoops. One former streetscape of historic note is the remaining row at 14-15 Ping On Street (MHC# 1946) of 1843-1844, now remodeled beyond recognition, but important as an early tenement alley for Irish, Syrian and later Chinese immigrants. Three later brick row streetscapes are found south of Kneeland Street at 89-103 Hudson Street (MHC# 2205-2212) of 1843-1845, 100-106 Tyler Street (MHC# 2231, 2236) of 1846-1847, and 18-20 Pine Street (MHC# 12826-12828) of 1845-1846, all largely remodeled from original design. Some partial remains of early brick rows can be found at 19-31 Essex Street (MHC# 2266-2267) of 1845 and now revealed only in rear wall perspective. Adjacent, is the only surviving wood frame building in the Chinatown-South Cove District, 11-13 Essex Street (MHC# 2264)* apparently built in 1845 and remodeled after the Civil War.

Two civic buildings of the Early Industrial Period remain in the south district area. The most significant is the former Quincy Grammar School at 90 Tyler Street (MHC# 2229), designed in 1847 by Boston architect Gridley J.F. Bryant. The original four-story Greek Revival design was the first graded middle school in the United States, developed under the guidance of Horace Mann. The Quincy School served the influx of Irish immigrants before the Civil War and later settlement of Jewish, Syrian and Italian immigrants. In 1858 a fire destroyed the fourth story pedimented roof, replaced by a Mansard roof, in turn, removed after the Hurricane of 1938. The surviving interior dates from the post-1858 rebuilding with intact Italiante wooden stairways and classroom doors, complete with period slate blackboards. While reduced to three stories, the Quincy Grammar School remains a landmark of the early South Cove development and a building of national significance in the history of American education. It is now used as a classroom facility for the Quong Kow Chinese School, the oldest operating school facility in Boston. The site of the former Shurtleff Primary School of 1855, now a NEMC parking lot, is marked by a ghost gable on the south side of the South Cove Building at 33 Tyler Street (MHC# 2213).* One other civic building of period interest is the site of the Harvard Street Baptist Church at 47-49 Harvard Street (MHC# 9419), built in 1842-1843 and demolished in 1931, now marked by scored granite blocks on the sidewalk of the NEMC parking lot.

With the establishment of horsecar routes on Washington Street (1856) and Harrison Avenue (1868), new development focused on these main commercial arteries. However with most lots platted, few new residential rows were built in the

South Cove district after 1850. The only streetscape of note is the bow-fronted brick row at 77-85 Tyler Street (MHC# 2223-2226) of 1860-1861 with Mansard roof in South End fashion, now isolated by NEMC parking areas. Much of the residential activity involved rebuilding of existing rows to full four stories in response to immigrant housing needs, with examples at 94-96 Tyler Street (MHC# 2230), and 37 Oak Street (MHC# 12822), both by 1867. A full rebuilding of a corner row house is seen at 83 Harrison Avenue (MHC# 2274) of 1874-1875 complete with slate roof and bay window.

The most significant commercial building of the period is the Liberty Tree Block at 628-636 Washington Street, corner Essex Street (MHC# 2332)* designed in 1850 in Renaissance Revival Style with the original brownstone window pediments removed at an early date, leaving the plain brick facade intact with dormer windows and the "Liberty Tree" wooden plaque as an historic landmark structure. Also of note is the Gothic Revival facade at 15-17 Essex Street (MHC# 2265)* designed in 1875, by Cummings and Sears, a well preserved example of its style. Of civic buildings, St. James Church at 123 Harrison Avenue (MHC# 12788) is the best preserved, designed in 1873-1875 by Patrick C. Keeley, noted architect for the Boston Archdiocese to serve the immigrant Irish congregation in the South Cove district. The elaborate Neo-Classical polychrome facade in brick and limestone is repeated with the Classical details for the interior nave, complete with period stained glass and paintings. Of significant note is the Gothic Style pipe organ in mahogany case from the first St. James Church on Harvard and Albany Streets, an early P.C. Keeley design of 1854-1855, razed in 1875 for the Boston & Albany rail yards. The present St. James site is also of note as location of the Lawrence Model Tenements of 1864 on Mgrs. Shea Street, razed in 1875 for the present church structure. A similar site of social significance is row house at 14 Tyler Street (MHC# 2091) the Americal Education Society Home for Children, opened in 1867 continuing through 1912, now a Chinatown restaurant.

LATE INDUSTRIAL PERIOD 1875-1915

Development of the South Cove district in the Late Industrial Period centered on replacing existing residential rows with commercial blocks from the Boston Central District and rebuilding for institutional needs to serve the the expanding immigrant community. The most important of these institutional projects was the Boston Dispensary at 25 Bennet Street (MHC# 12829) of 1883, designed as a health care clinic for Irish and Jewish residents of the South Cove replacing the original row house site from 1856 with an innovative Queen Anne brick building by Boston architect, Clarence S. Luce. Expanding social service needs prompted

additions in 1890-1899 and the purchase of the Trott House at 37 Bennet Street (MHC# 12830) in 1904, creating a medical center that serves as the historic core of the present New England Medical Center (NEMC). A related Dispensary project was the Tyler Street Day Nursery at 74-76 Tyler Street (MHC# 2221-2222), a converted brick row, operated as a community child care facility during 1895-1910 with some interior rooms apparently intact. The Boston Episcopal Mission also operated a social service center at 6 Tyler Street (MHC# 2088) during 1876-1892 (now remodeled) and St. James Church Rectory was located on Mgsr. Shea Road, with the Romanesque archway of 1888 preserved at 123 Harrison Avenue (MHC# 12788) adjacent to the church.

Much of the residential building in the South Cove area involved remodeling existing rows to gain a full fourth story. Many of these were in belated Mansard Style with examples at 100-102 Tyler Street (MHC# 2231) by 1885, 86 Harrison Avenue (MHC# 1781) of ca.1880, 2 Tyler Street (MHC# 1553) of 1878-1881, and the commercial remodeling of 225-227 Harrison Avenue (MHC# 12800) in polychrome Panel Brick Style. Several new tenement apartment blocks replaced existing row houses, most notably 17 Nassau Street (MHC# 12832) of 1884 and 65 Beach Street (MHC# 1538) of 1887, both in Panel Brick Style of possible C.S. Luce designs matching in details to the Boston Dispensary (1883). Fully realized Neo-Classical designs are relatively rare, with the example at 177 Harrison Avenue (MHC# 12789) of 1893 by Vinal & Tracey, notable as the site of the Trade Union Offices in 1898 (now NEMC-Holmes Building) and 7-15 Beach Street (MHC# 2239)* rebuilt in 1897 with copper bays and cornice.

The most significant project of the period was the widening of Harrison Avenue in 1894 from Beach Street to Essex Street, creating Phillips Square, after Wendell Phillips, the famed abolitionist minister. The surviving streetscape at 28-38 Harrison Avenue (MHC# 1774-1776) preserves the Romanesque Brick blocks of 1894 intact. This block is of historic importance as the site of early Chinese commercial locations with the Hong Far Low Restaurant at 36½ Harrison Avenue (MHC# 1776), first listed in 1896 with a traditional Chinese celestial balcony installed ca.1905, the oldest surviving example in Chinatown, possibly pre-dating national examples as those from the 1906 San Francisco Fire. Remarkably, the brass railed marble stairway also survives with an entry tile work for "HONG FAR LOW," likely dated to a remodeling in 1916. Related sites of the Old Chinatown area include the Yueh Lee Laundry at 50 Beach Street (MHC# 1531), first listed in 1877, confirming the traditional date of "1875" as the first Chinese settlement in Boston with the likely location at 4-11 Oxford Place (MHC# 1925) as the original residential site. Later Chinese settlement is noted on 14-15 Ping On Street (MHC# 1946) during the construction of the New England Telephone

Building at 50 Pearl Street in 1884-1885. One other longstanding retail location of Old Chinatown is Eastern Live Poultry at 48 Beach Street (MHC# 1531), established in 1912 by Joseph Berman and still in continuous operation by the Berman family as the oldest commercial establishment in the district.

Expansion of the Central District replaced many of the original brick rows in the area north of Kneeland Street before the turn of the century. These include examples as the Commonwealth Clothing Store at 694-702 Washington Street (MHC# 2341)* of 1888 in full Panel Brick Style, rebuilt in 1925 with the widening of Kneeland Street and notable for the survival of a 19th century granite sidewalk. Other examples are found at 9-11 Knapp Street (MHC# 2278)* of 1889 in Richardson Romanesque Style and the New England Telephone Exchange at 15-21 Oxford Street (MHC# 1931)* of 1898 in modern Midwest Commercial Style with yellow brick. Other commercial buildings of the period include the Wilson Hotel at 638-644 Washington Street (MHC# 2333)* of 1888 with a rear addition of ca.1895 that reportedly preserves an original Otis Elevator cage. Other examples include the Essex House at 23-31 Essex Street (MHC# 2267)* rebuilt from earlier brick rows in 1879-1882 in Mansard Style and later remodeled (ca.1980), and the Hotel Maxim at 19-25 Harrison Avenue (MHC# 2268)* of 1891 in Romanesque Brick Style.

After 1900 expansion of the Boston Central District rebuilt much of the area north of Kneeland Street as garment lofts, leaving the original South Cove residential rows intact. Large business blocks were sited on prominent corners as the Pelham Building at 81-83 Essex Street (MHC# 1809)* of 1900, the Ainsley Building at 27-37 Harrison Avenue (MHC# 2739)* of 1908, the Boston Dry Goods Building at 68-72 Harrison Avenue (MHC# 1779)* of 1910, the Francis Building at 61-71 Harrison Avenue (MHC# 2270)* of 1911, the South Cove Building at 57-63 Kneeland Street (MHC# 2213)* of 1915 and 41-55 Beach Street (MHC# 1530) of 1915 with its angled corner to accommodate the Beach Street elevated station at 64-66 Harrison Avenue (MHC# 1778) opened in 1901. Loft buildings are most obvious along 25-33 Edinboro Street (MHC# 1702-1703)* built in 1914 with large casement windows on the upper stories. Similar garment lofts were built just before the First World War inserted on side streets as 20 Oxford Street (MHC# 1928)* of 1915, 77 Harrison Avenue (MHC# 2272) of 1914, 5-7 Hudson Street (MHC# 1804)* also of 1914, 64-68 Beach Street (MHC# 1537)* of 1915, 64-72 Kneeland Street (MHC# 1831)* of 1915 and an isolated example in the southern district at 231-235 Harrison Avenue (MHC# 12804) of 1915 with exposed reinforced concrete, rebuilt in 1964.

Few residential units were built in the South Cove district before the First World War. The outstanding examples include the remodeled brick row at 61-65 Beach Street (MHC# 1536) of

1901 and the Hemenway House for Assisted Living at 11 Nassau Street (MHC# 12816) of 1915 by C. Howard Walker in Georgian Revival Style as a social service center for homeless men. A similar facility was the Rufus Dawes Hotel at 8 Pine Street by 1902 (now demolished), later relocated in the South End as the Pine Street Inn. To serve the influx of Syrian Lebanese immigrants in the South Cove District, the Syrian Mission was built at 78-80 Tyler Street (MHC# 2227) in 1901 designed by Patrick A. Tracey in modest Neo-Classical Style. The adjacent Manual Training School at 88 Tyler Street (MHC# 2228) of 1907 was attached to the Quincy Grammar School, designed by Boston School Committee architects in stucco and brick after European fashion.

EARLY MODERN PERIOD 1915-1945

During the Early Modern Period, development in the South Cove district was focused in three major areas: the Kneeland Street garment center, the Tyler Street Chinatown axis and the New England Medical Center along Harrison Avenue. The garment industry continued to expand from the Central District, replacing original brick rows in the South Cove area. Large, multistoried loft buildings were then located along this new axis, including the Arnold Building at 47-53 Kneeland Street (MHC# 2189)* and the Harvard Building at 136-146 Harrison Avenue (MHC# 2191)*, both in 1922 and now part of the NEMC complex. Two large lofts were built in adjacent blocks, the Traders Building at 35 Kneeland Street (MHC# 12814) of Classical Style in 1924 and the Kneeland Building at 15 Kneeland Street (MHC# 12813) in 1925 in Gothic Skyscraper Style, both connected by a Venetian skybridge above Mgrs. Shea Street. The largest and most elaborate of the garment lofts is the Hudson Building at 75 Kneeland Street (MHC# 2214) of 1928 by Kroklyn & Brown in elaborate Art Deco Style with intact elevator lobby and entrance with over one hundred individual garment firms. Most were owned by Jewish traders from New York who used the overnight train service at nearby South Station to ship fashion garments to Manhattan. Most of the piece work was done by local immigrant women, primarily Italian and Syrian in the South Cove area. Other garment lofts of the period include the Simon Building at 70-72 Beach Street (MHC# 1539)* of 1924, the Osgood Building at 13-25 Harvard Street (MHC# 12835) of 1925, now Ziskind Laboratories of the NEMC complex, and the Garment Centre Building at 30 Kneeland Street (MHC# 2280)* of 1928 which served as the headquarters for the Kneeland Street district. Other business blocks of the area include the New England Telephone Building at 6-8 Harrison Avenue (MHC# 1773)* of 1928 connecting with the earlier Telephone Building at 15-21 Oxford Street (MHC# 1931)*.

During 1925-1927, Kneeland Street was widened on the north (even) side as a major traffic thoroughfare from the Back Bay to South Station. Some surviving auto related buildings are found along the north side Kneeland Street axis, including the former Atlantic Refining Company filling station at 75 Kneeland Street (MHC# 1832) of 1930 in Spanish Revival Style with a pedimented billboard and side lanterns outlined on the rear wall (23 Hudson Street) and the former White Tower restaurant at 20 Kneeland Street (MHC# 2279)* of 1931-1932. Also of note is the Shopper's Garage at 34 Beach Street (MHC# 12837)* of 1925, an early example of reinforced concrete parking design complete with its period neon sign intact.

The original settlement of Old Chinatown along Harrison Avenue and Beach Street in 1875 expanded south along Tyler Street after the First World War, likely to avoid the the Boston Elevated Railway that overshadowed commercial development along Harrison Avenue and Beach Street during 1899-1941. The earliest example is the original On Leong (Chinese) Merchants Association Building at 2 Tyler Street (MHC# 1533) of 1919, remodeled from an existing corner tenement block with a traditional Chinese celestial balcony on the upper floor. Other early balconies include 25-27 Tyler Street (MHC# 2273-2274) from 1919-1921 in wrought iron with tiled roof. The most elaborate example of traditional Chinese Style is the Goon Shee-Lee Association Building at 10 Tyler Street (MHC# 2090) of 1928, designed by Ralph Harrington Doane using a mixture of Spanish Colonial Revival and Chinese motifs, likely learned from his service in the Philippines. More modest Chinese motifs are found in the refacing of the red brick row streetscapes in buff yellow brick after traditional stucco. Such examples include 23-27 Tyler Street (MHC# 2272-2274) refaced in 1927, the outlying row at 201 Harrison Avenue (MHC# 12791) from 1929, and a series of remodeling projects during the height of the Great Depression. These include the Art Deco facade of 8 Tyler Street (MHC# 2089) of 1933, and the rebuilt rows at 22-30 Oxford Street (MHC# 1930), 52-56 Beach Street (MHC# 1534), and 4-6 Tyler Street (MHC# 2089) all of 1937-1938 with elements of Moderne Styling in the horizontal banded cornice lines of the upper stories. Of related interest was the conversion of a former garment loft at 18-20 Oxford Street (MHC# 1928) in 1931 for the Quong Kow Chinese School. The most outlandish rebuilding of the period is the Moderne Styled curved glass block facade of the Good Earth Restaurant at 7 Tyler Street (MHC# 2093) of 1940 by Archie Raskin as architect and the related Starlight Lounge at 41-44 Essex Street (MHC# 12836) of Modern Style from 1942-1943, rebuilt from a corner saloon of 1886. The tourist prosperity pressed the need for Chinatown parking with demolition of brick rows at 72-82 Harrison Avenue and 15-21 Tyler Street in 1938. The space was used for advertising, including survival of an early painted wall sign at 72

Harrison Avenue (MHC# 1779) for the "BURMA ROAD" restaurant from 1943, named after the famous World War II military highway.

South of Kneeland Street, development was centered on the expansion of the medical complex formed at the core of the Boston Dispensary. In 1930, the Dispensary joined with the Boston Floating Hospital and the Tufts Medical College to form the New England Medical Center (NEMC). The first building of the new association was the New England Medical Center Hospital at 14 Nassau Street (MHC# 12831) of 1930 by Andrews, James, Biscoe and Whitmore in modest Neo-Georgian Style with a companion Boston Floating Hospital at 22 Ash Street (demolished 1992) of 1931. A second project was the construction of the Pratt Diagnostic Hospital at 38 Bennet Street (MHC# 12833) during 1937-1938 by A.J. Carlson in simple Classical Style connected with the original Boston Dispensary at 25 Bennet Street (MHC# 12829) by tunnel and with the Floating Hospital by passageways forming an extensive medical area between Washington Street and Harrison Avenue. The result was the demolition of neighboring brick rows for parking, including the Harvard Street Baptist Church at 47-49 Harvard Street (MHC# 9419) in 1931 and the streetscape at 185-191 Harrison Avenue (now Rehabilitation Center MHC# 12832) with the former gable end visible on the wall of 177 Harrison Avenue (MHC# 12789).

LATE MODERN PERIOD 1945-1970

Development within the Chinatown-South Cove district during the Late Modern Period after the Second World War involved movement of Chinese business locations south of Kneeland Street and the parallel expansion of the New England Medical Center complex along Harrison Avenue and the Kneeland Street garment district. At the same time state highway projects of the Southeast Expressway (I-93) and the Massachusetts Turnpike (I-90) demolished Hudson Street rows along the east and south sections of the district during 1955-1965. Within Chinatown, the most notable project of the period was the construction of the Chinese Merchants Association (On Leong) Building at 20 Hudson Street (MHC# 1802), corner Kneeland Street in 1949 by Edward Chin-Park in postwar International Style concrete form with a landmark Chinese wooden pagoda on the fourth floor roof. In 1956 with the location of the Fitzgerald Expressway (Central Artery), the east end of the C.M.A. Building was demolished and a new facade screen installed on Hudson Street, leaving the rooftop pagoda a Chinatown landmark for Expressway drivers. Other sites of the postwar period include the Kuo Min Tang (Chinese Nationalist Party) offices at 17 Hudson Street (MHC# 1805) of 1947. Much of the surviving Chinatown streetscape includes the survival of period restaurant signs, including

the "GAM SUM" wall sign at 74 Kneeland Street (MHC# 1832) of ca.1950, the "DRAGON GROTTO" wall sign in the parking lot at 72 Harrison Avenue (MHC# 1779) of ca.1955 and projecting metal signs for the former Good Earth at 7 Tyler Street (MHC# 2093) of 1962 and the "CHINA PEARL" at 9 Tyler Street (MHC# 2093) of ca. 1961 with original neon numbers, now the oldest example in Chinatown. The best preserved restaurant facade is the combined elements for the Lantern House at 20 Tyler Street (MHC# 2089) of 1949 with its carved wooden columns and the later facade of Bob Lee's Islander at 14-18 Tyler Street (MHC# 2089) of 1964-1967 with stucco bas reliefs of traditional Chinese mythology. A late example of Chinese commercial signage is the New England Provision Company at 225 Harrison Avenue (MHC# 12800) of ca.1970 with its gold painted wood letters on red board background.

The Kneeland Street garment district continued to operate as a center of the Boston clothing industry after the Second World War. With a postwar labor shortage and the lifting of Asian immigration laws in 1946, the Kneeland Street firms began hiring Chinese women for the sewing trades in garments lofts as the Kneeland Building at 15 Kneeland Street (MHC# 12813) and the Hudson Building at 75 Kneeland Street (MHC# 2214). This pattern continued until 1975 when the Tufts-New England Medical Center acquired the buildings in the garment district, eventually forcing the firms to suburban Boston locations.

The postwar expansion of the New England Medical Center (NEMC) marked the most significant change in the South Cove district, even as Chinese families settled into the brick rows south of Kneeland Street after 1950. The initial development was the construction of the Farnsworth Surgical Hospital at 48 Bennet Street (MHC# 12834) in 1947-1948 by Reinhart, Hofman and Walquist and the acquisition of the Osgood Building at 13-25 Harvard Street (MHC# 12835) in 1947 for the Ziskind Research Laboratories, both buildings connected with the Pratt Hospital at 38 Bennet Street (MHC# 12833). The second major project was Posner Hall at 200 Harrison Avenue (MHC# 12790) during 1953-1954 by Walter C. Cain of McKim, Mead and White of New York as a dormitory for Tufts Medical College dental students, retaining period furniture and lobby plaques. Finally, the Rehabilitation Center at 185 Harrison Avenue (MHC# 12832) was built during 1956-1958 and connected with the New England Medical Center Hospital at 14 Nassau Street (MHC# 12831). The NEMC expansion also involved demolition of neighboring streetscapes for adjacent parking areas, especially along Harrison Avenue and Tyler Street. While outside the period and the district, the high-rise housing projects of the post-1970 decade provided modern residential facilities at Tai Tung Village (1973) on Oak Street and the new Quincy School (1976) on Washington Street, replacing the original Quincy Grammar School at 88-90 Tyler Street (MHC#

2228-2229). This was acquired by the Quong Kow Chinese School that has continued to use the classroom facilities as the oldest continuously operated educational facility in Boston.

CONCLUDING PERSPECTIVE

The historic character of the Chinatown-South Cove area was formed during the Early Industrial Period with the series of brick row streetscapes that still define the district. These simple Greek Revival rows of 1840-1845 create the basic residential fabric that symbolizes the Chinatown area to tourists on Tyler, Beach and Hudson Streets. In some examples as Oxford Place, the original mid-19th century streetscape of immigrant housing remains remarkably intact and serves as the core of a potential National Register District for the original Old Chinatown area. South of Kneeland Street these brick row streetscapes are found in isolated blocks, most notably on Harvard, Hudson and Tyler Streets anchored by the red brick form of the original Quincy Grammar School (90 Quincy Street), of National Register significance as the first graded middle school in the United States (1847). The one outstanding historic area, often overlooked, are the Late Federal streetscapes along Harrison Avenue, Oak Street and Johnny Court, retaining early 19th century character as the oldest brick row housing in the original South Cove district. Even more surprising is the survival of a few Federal brick houses of the initial development plan from 1804, notably the Peter Trott House (37 Bennet Street) and the James Spear House (79 Harrison Avenue) both built facing the open water of South Cove. Perhaps most overlooked is the original natural slope of the Shawmut Neck as it slopes east from Washington Street to Harrison Avenue along Bennet, Harvard and Nassau Streets, possibly of Contact period significance for native shell fishing sites.

Development in the South Cove district after the Civil War marked the period of Central District expansion, medical complex expansion and the influx of immigrant neighborhoods to the area. Of these the most significant is the settlement of Old Chinatown along Harrison Avenue, Beach Street and Oxford Place as a potential National Register District with historic sites as the Hong Far Low Restaurant (36½ Harrison Avenue) from 1896 with its traditional Chinese celestial balcony that likely predates the 1906 San Francisco Fire. Of similar National Register significance is the original Boston Dispensary (25 Bennet Street) of 1883 as a social service health clinic for the immigrants of the South Cove. The one National Register building of institutional significance is St. James Church (123 Harrison Avenue), an original design of P.C. Keeley in 1875 and remarkably intact as an example of the Irish experience in Boston. Finally, it

is the expansion of the garment district along Kneeland Street that created the present urban skyline of the area with large multi-storied lofts after the First World War, most notable in the Hudson Building (75 Kneeland Street) with its elaborate Art Deco lobby of National Register potential. For tourists, the axis of Tyler Street defines the historic character of Boston Chinatown, with examples of traditional Chinese architecture as the Goon Shee-Lee Association (10 Tyler Street) and the survival of Oriental restaurant facades within the 19th-century brick row streetscapes as Bob Lee's Islander (14-20 Tyler Street) that form a potential National Register District of cultural significance to the area. Finally, the Chinese Merchants Association Building (20 Hudson Street) of 1949 with its rooftop pagoda serves as a landmark for Boston motorists as the symbolic entryway to Chinatown and a recommended National Register nonmination property.

NOTE: (MHC# 2222) Inventoried property by BLC/MHC

(MHC# 1702)* Inventoried by BLC/MHC not included
in Chinatown-South Cove Survey

CHINATOWN-SOUTH COVE
STREET INDEX
INVENTORIED PROPERTIES

NAME/STREET	FORM TYPE	MHC#
Boston Dispensary 25-37 Bennet Street	Area-A	RH-12839-12830 9420-9421
Nassau Street 1-17 Nassau Street	Area-A	12815-12817
NEMC-Rehabilitation Center 14 Nassau Street- 185 Harrison Avenue	Area-A	RI-12831-12832
Pratt-Farnsworth-Ziskind 38-48 Bennet Street- 13-25 Harvard Street	Area-A	RJ-12833-12835
41-45 Beach Street 64-66 Harrison Ave.	Streetscape-G	1530 1778
48-58 Beach Street	Streetscape-G	1531-1534
61-67 Beach Street 3 Hudson Street	Streetscape-G	1536/1538 1803
28-38 Harrison Ave.	Streetscape-G	1774-1776
75-83 Harrison Ave.	Streetscape-G	2271-2274
84-86 Harrison Ave.	Streetscape-G	1780-1781
201-205 Harrison Ave.	Streetscape-G	12791-12793
211-219 Harrison Ave.	Streetscape-G	12794-12798
223-239 Harrison Ave.	Streetscape-G	12799-12803
55-65 Harvard Street	Streetscape-G	BF-2192-2196 2199
58-64 Harvard Street 65 Hudson Street	Streetscape-G	2197-2198
11-23 Hudson Street	Streetscape-G	1805
14-18 Hudson Street	Streetscape-G	1801
71-79 Hudson Street	Streetscape-G	BG-2001-2004
89-103 Hudson Street	Streetscape-G	BH-2205-2212
1-9 Johnny Court	Streetscape-G	12804-12808

CHINATOWN-SOUTH COVE
STREET INDEX
INVENTORIED PROPERTIES
2

NAME/STREET	FORM-TYPE	MHC#
2-10 Johnny Court	Streetscape-G	12809-12812
15-35 Kneeland Street	Streetscape-G	12813-12814
29-39 Oak Street	Streetscape-G	12818-12823
34-36 Oak Street	Streetscape-G	12824-12825
4-11 Oxford Place	Streetscape-G	1925
16-20 Oxford Street	Streetscape-G	1928
22-32 Oxford Street	Streetscape-G	1929-1930
16-20 Pine Street	Streetscape-G	12826-12828
14-15 Ping On Street	Streetscape-G	1946
4-8 Tyler Street	Streetscape-G	2088-2089
7-9 Tyler Street	Streetscape-G	2093
12-22 Tyler Street	Streetscape-G	2091
23-27 Tyler Street	Streetscape-G	2094-2095
70-90 Tyler Street	Streetscape-G	2220-2227
77-85 Tyler Street	Streetscape-G	2223-2226
94-106 Tyler Street	Streetscape-G	BI-2230-2231
123 Harrison Ave. St. James Church	Building-B	12788
177 Harrison Ave. Hadge-Holmes Building	Building-B	12789
200 Harrison Ave. Posner Hall	Building-B	12790
20 Hudson Street Chinese Merchants Assc.	Building-B	1802
74 Kneeland Street	Building-B	1832
75 Kneeland Street	Building-B	2214

CHINATOWN-SOUTH COVE
STREET INDEX
INVENTORIED PROPERTIES

3

NAME/STREET	FORM-TYPE	MHC#
2 Tyler Street 57-59 Beach Street On Leong Association	Building-B	1533
10 Tyler Street Goon Shee-Lee Assc.	Building-B	2090
88-90 Tyler Street Quincy Grammar School	Building-B	2228-2229
47-49 Harvard Street Harvard Street Baptist Ch.	Structure-F	9419
41-45 Essex Street¶ Starlight Lounge	Building-B	12836
14-40 Beach Street* Shoppers Garage	Building-B	12837

* Previously Inventoried=BLC 1980 w/o MHC#

¶ Partial Inventory

CHINATOWN-SOUTH COVE
NATIONAL REGISTER
RECOMMENDED NOMINATIONS
AREAS AND PROPERTIES

STREET ADDRESS	AREA NAME	MHC#
48-58 Beach Street	Old Chinatown Area	1531-1534
25-37 Bennet Street	Boston Dispensary	RH-12829-12817 9420-9421
28-38 Harrison Avenue	Old Chinatown Area	1774-1776
123 Harrison Avenue	St. James Church	12788
20 Hudson Street	Chinese Merchants Assc.	1802
75 Kneeland Street	Hudson Building	2214
4-11 Oxford Place	Old Chinatown Area	1925
2 Tyler Street	Tyler Street District	1533
4-8 Tyler Street	Tyler Street District	2088-2089
10 Tyler Street	Tyler Street District	2090
12-22 Tyler Street	Tyler Street District	2091
88-90 Tyler Street	Quincy Grammar School	2228-2229

STUDY RECOMMENDATIONS

The Chinatown-South Cove Survey Project has provided a detailed inventory of a unique American urban district combining architectural history with ethnic history in a preservation survey. The discovery of the full building sequence in Chinatown-South Cove provides a model for other ethnic urban districts in Boston and demonstrates the forces of change which have affected the area.

The primary recommendation is the nomination of much of the Chinatown-South Cove Area for the National Register of Historic Places. A list of twelve (12) such nominations has been included in this report (see above). In combined form these include two districts within Chinatown: 1) Old Chinatown at 28-38 Harrison Avenue, 48-58 Beach Street, 4-11 Oxford Place and 2) New Chinatown 2-22 Tyler Street with 3) the Chinese Merchants Association Building at 20 Hudson Street. Other National Register Nominations include: 4) the Quincy Grammar School at 88-90 Tyler Street, 5) the Boston Dispensary at 25-37 Bennet Street, 6) St. James Church at 123 Harroison Avenue, and 7) the Hudson Building at 75 Kneeland Street. Other areas of potential consideration include Oak Street and Johnny Court to Harrison Avenue, and the Harvard-Hudson-Tyler Streets district near the Quincy School. These areas are critical to the survival of the 19th-century historic character of Chinatown as a symbolic center of the Boston Chinese community and to the origins of the New England Medical Center (NEMC) complex.

The Chinatown-South Cove survey has demonstrated that the forces of urban change have resulted from four factors: 1) Expansion of the Central Business District, 2) Expansion of the New England Medical Center, 3) Federal Interstate highway construction and 4) Demolition for public parking. This last factor is perhaps the least understood and potentially the most erosive of historic integrity of the survival building fabric. Within the year of the Chinatown-South Cove Survey (1996-1997) two historic brick row streetscapes have suffered demolition at 193-197 Harrison Avenue and 56-58 Tyler Street for NEMC parking, while a third area at 1-17 Nassau Street is awaiting demolition for parking expansion. Such loss of 19th-century streetscapes actually dates to the Early Modern Period with brick rows at 76-82 Harrison Avenue and 15-21 Tyler Street in 1938 as need for tourist restaurant parking became critical in Chinatown. Indeed, even the construction of the Shopper's Garage at 14-40 Beach Street in 1925 can be seen as an early auto-use conversion within the Chinatown-South Cove area. Although it is presumed that much of the current NEMC expansion has involved demolition of streetscapes for parking needs, in reality, many of these rows had actually been razed before the Second World War as land values declined along the Harrison Avenue elevated railway route.

Yet another factor of historic building loss has been the remodeling of existing streetscapes for Chinatown business needs. This was most notable during the survey (1997) with the remodeling of the historic row at 14-15 Ping On Street, site of an early Chinese settlement in Boston in 1884-1885. In the final analysis, the preservation of the remaining 19th-century brick row streetscapes, even in fragmentary form, is of the utmost priority in maintaining the symbolic character of Chinatown as an historic urban neighborhood. These streetscapes also contain the remaining historic signage in Chinatown. Most of the surviving examples postdate 1960 as projecting signs, but those that remain on Tyler Street add cultural character to the Chinatown streetscape and should be excepted from ordinance regulations to preserve these Late Modern Period examples.

Perhaps most revealing, is the cultural architecture of Chinatown streetscapes that has been overlooked in recent survey inventories. Most of the Chinatown examples are actually coded in specific cultural iconography. These include streetscapes of buff-yellow brick facing to resemble traditional Chinese stucco facades, and the use of inserted balconies on the upper stories to resemble celestial platforms of traditional style. The surviving examples on Tyler Street date from the Great Depression of the 1930s, a time of tourist prosperity for Boston Chinatown and should be preserved where possible. The same appreciation should also be given to former restaurant entryways as Bob Lee's Islander at 14-20 Tyler Street that have survived in remodeled form where Chinese traditional motifs are built from the facade. Finally, the survival of painted "ghost" wall signs on at 74 Harrison Avenue at 23 Hudson Street should be seen as historic elements of the Chinatown streetscape.

Within the New England Medical Center, historic character is often overlooked in the expansive mass of the building complex. However, several buildings contain period lobby foyers with furniture and commemorative plaques, at the Pratt Hospital, the Farnsworth Hospital and Posner Hall. Other period features of the NEMC complex involve preservation of original stairways, especially at the Boston Dispensary and the Peter Trott House (25-37 Bennet Street), the only historic fabric remaining in otherwise remodeled interiors.

Perhaps least appreciated as historic period fabrics are the backyard streetscapes in the surviving brick rows near the New England Medical Center. Such examples as those on Oak Street and Johnny Court and on Harvard Street with Tyler and Hudson Streets preserve the original 19th-century character of the immigrant Irish, Syrian and Chinese experience in the least reworked forms. These contain potential archaeological sites of cultural significance to the ethnic history of the Chinatown-South Cove area.

EARLY CHINESE SETTLEMENT OF BOSTON:
RESEARCH PROBLEMS
Arthur Krim

Almost a century ago Boston's first Chinese pitched their tents along tiny, crowded Ping On Alley. They came from the West Coast as contract laborers, recruited for the construction of the Pearl Street telephone exchange.

Katie Kenneally
Chinatown.1976.

Following the settlements of pioneer Chinese immigrants in the West Coast in the mid-1800s, 235 Chinese workers were brought in from California to break the strike at the C.T. Sampson shoe factory in North Adams, Massachusetts in 1870. Later around 1875, many migrated to Boston to work on a telegraph and equipment company on Pearl Street near South Station. The first settlers pitched tents along what is now Ping-On Alley, Alley of Safety and Peace-thus establishing the roots of a permanent Chinese community in New England

Chinese Historical Society
of New England, 1994.

The origins of Chinese settlement in Boston are open to research debate. It is now generally accepted that the first Chinese immigrants arrived in Boston in 1875 and set up tents on Oliver Place for work on the New England Telephone Company Exchange at 50 Pearl Street. There are several open questions in this historical recollection that unravel into a variety of disparate facts which compose the origins of Chinese in Boston.

The immediate source of the Chinese settlement origins appears to be the Chinatown Boston 200 text written for the 1976 Bicentennial by Katie Kenneally. The dating of arrival is set in approximate phrasing "Almost a century ago..." from the 1976 publication, implying an arrival date sometime about 1880. This revision would fit with the citation of the Pearl Street telephone exchange construction, which is deed dated by Suffolk County records to 1884-1884. Thus, the arrival on Ping On Alley (Oliver Place), now Ping On Street, would appear closer to 1885, rather than 1875 as it is now cited by the Chinese Historical Association of New England.

If the dating of arrival on Ping On Alley is now revised from 1875 to 1885, then the location of arrival at Ping On Alley must also be questioned. The citation of tents being pitched on Ping On Alley appears first in the Chinatown Boston 200 (1976). The source of this reference is never cited directly, and might be based on oral memory available

to the Boston 200 staff writers. If this oral memory is, in fact, the source of the Ping-On tradition, such a memory in 1976 would imply a living account of someone in their 90s, or a memory passed down to a second generation. The only other reference to Ping-On Alley is by Robert Woods in The City Wilderness (1898):

The Syrians are nearly all peddlers, if they are anything. Some are persistent candidates for charity. They are a very few of them in the South End outside of Oliver Place [Ping On Alley].

Thus, the late 19th-century ethnic settlement on Oliver Place was, in fact, a Syrian immigrant district. Woods does locate the specific Chinese district as "the lower end of Harrison Avenue" as the "central Chinese colony of the city." in 1898. Harrison Avenue settlement is confirmed in an early reference by Mary Chapman on "Notes on the Chinese in Boston," Journal of American Folklore (1892) where she cites that "two hundred and fifty or three hundred live on Harrison Avenue where they occupy about fifteen houses and shops." This Chinese district was therefore in place, before the widening of Harrison Avenue in 1894 as recorded by photographs in the Bostonian Society files. Such an early settlement on Harrison Avenue is depicted by Rhodes Murphey in his seminal article on "Boston's Chinatown," Economic Geography (1952) where he maps Chinatown expansion (Fig. 2) from 1890 between Harrison Avenue and Oxford Street as the original core district. However, Murphey fails to cite a reference for his mapping source as the article is without footnotes or bibliography.

The references to Harrison Avenue as an established Chinese district by the 1890-1898 is confirmed by two direct sources. The first is the early location of the Hong Far Low Restaurant at 36½ Harrison Avenue, first listed in the 1896 Boston Directory and honored in its tilework entry with a doorstoop "Established 1879." While no directory listing has been able to confirm the early date for the Hong Far Low, the fact that "1879" was known by the Hong Far Low Co. as the original founding date sets the Chinese community in Boston before 1890, and certainly closer to the traditional settlement date offered in the Ping On Alley origins.

The contemporary references to early Chinese settlement in Boston are obviously found in the Boston Directory. The listing of "Laundries" shows Lee Sing at 110 Harrison Avenue as a "Chinese" laundry in 1875 with two other Chinese laundries on Tremont Street and Shawmut Avenue also in 1875. This is the earliest direct reference for Chinese in Boston, with expansion of the Chinese names under "Laundries" listings with 17 listed in 1877, 42 in 1880 and 144 in 1885. Moreover, the 1885 Sanborn Insurance Map of Boston shows "Chinese Laundry" locations along Harrison Avenue and Beach Street for this time period. Thus, the

Boston Directory "Laundries" listing in 1875 confirms the traditional date of "about 1875" as the first settlement of Chinese in Boston in the Harrison Avenue district.

If the settlement of Chinese in Boston can be confirmed to Harrison Avenue in 1875, then the adjacent alley of Oxford Place can be offered as the possible site of initial residence. The surviving brick row at 4-11 Oxford Place has Chinese ownership in Suffolk County Deeds in 1911-1912 as the earliest Chinese real estate property in Boston. While these row houses cannot be confirmed before 1911 by Chinese residence listing, the fact that Oxford Place backs upon Harrison Avenue, would suggest that it well might be an early Chinese settlement site in Boston, rather than Oliver Place (Ping On Alley). This is further confirmed by early Chinese laundry listings of Lee Yue at 50 Beach Street in 1877, also backing upon Oxford Place as an adjacent brick row alleyway. Indeed, the block between Harrison Avenue, Oxford Place and Beach Street confirms the Murphey mapping of the Chinatown district in 1890. Perhaps most curious is the New England Telephone Exchange Building at 15-21 Oxford Street built in 1898-1899. Perhaps, this Oxford Street Telephone building was confused with the Pearl Street Exchange in later account, although a fifteen year gap exists between the two building dates (1884-1899). The fact of the Oxford Street Telephone Building immediately adjacent to the established Harrison Avenue Chinese district should be considered in historic settlement reconstruction.

Finally, if the settlement date of Chinese in Boston can be assured to 1875, then the question of immigration origins can be placed in focus. The hiring of Chinese contract laborers at the Sampson Company shoe strike of 1870 is very well recorded in contemporary news articles on file at the North Adams Public Library. These workers were hired by Mr. Sampson in 1869 by an agent in San Francisco and taken by the newly opened Transcontinental Railroad to North Adams in 1870. Thus, the opening of the Union Pacific route to California in 1869 sets the datum for establishment of Chinese settlements of East Coast cities as Boston and New York. The question of when Chinese workers from North Adams first settled in Boston is first referenced by Charles Sullivan and Kathryn Hatch in The Chinese in Boston 1970 where they cite an "1875" shoe factory strike as the first Chinese immigration to New England, although without direct reference to Boston before 1890. A second source is the Clark University Sociology Thesis of 1971, Chinatown in Boston by Margaret Huang who cites direct references to the 1870 Sampson strike from original news accounts, although again without reference to Boston Chinese settlement before 1890. References on the history of the Sampson Strike cite the arrival of 75 Chinese workers in 1870 and another 50 by 1871. The contracts lasted three years, so that by 1873-1874 many of the Chinese workers had returned to California or

China. The Beers History of Berkshire County states that by "September 1880 the last Chinaman had departed" North Adams. A recent article by Brent Filson in Yankee Magazine (February 1985) recounts the history of the Sampson Strike, noting that most of the Chinese workers had returned after the Depression of 1873, others in 1874, again without direct reference to Boston settlement. However, the timing of the Sampson Strike and the contract release during 1873-1874 with the last Chinese in 1880, does match with the first Chinese Boston Directory listing in 1875. While the direct link between Chinese workers from North Adams to Boston has not been found, the logic of such a settlement migration would appear to warrant further census record research.

The one outstanding question of Chinese settlement in Boston is the location of initial residence in the Ping On Alley and Harrison Avenue district. The location is obviously in close proximity to Boston & Albany Railroad connections at Kneeland Street (South Station) and the leather district. Migration would seem appropriate to shoe work from North Adams to the Boston leather shops after 1873, although the Fitchburg Railroad connections from North Adams terminated on Causeway Street (North Station) not Kneeland Street (South Station). There is also the question of the rebuilding in Boston after the Fire of 1872 and the need for contract laborers. Nevertheless, the Pearl Street Telephone Exchange, although built in the Fire District, was not under construction until 1884-1885. Thus, the matter of initial Chinese settlement location in South Cove, rather than the North or West End and the contract work on building and not shoe work leather needs to be further researched.

The history of initial Chinese settlement in Boston can be confirmed in certain clear facts. Most obviously, that there are Boston Directory listings for Chinese Laundries as early as 1875 and that these were located on Harrison Avenue and Beach Street. Moreover, Harrison Avenue is cited as the location of the Chinese district in Boston by 1890-1891 and that Chinese restaurant locations are set on Harrison Avenue by 1896 with founding dates to 1879. What is less secure is the historic references to Ping On Alley and the first settlement of Chinese in tents working on the Pearl Street Telephone Building. The dates appear to shift to 1884-1885, rather than 1875, and Oliver Place (Ping On Alley) is first noted as a Syrian immigrant alley in 1898, rather than Chinese. Precisely what source was used in the 1976 Boston 200 Chinatown for the Ping On Alley history needs to be researched. Certainly, the tent settlement is based on an oral tradition as is the location and the telephone building, although no contemporary record appears to confirm the Ping On Alley account.

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NR



AK/97

QUINCY
SCHOOL

MEI WAH
VILLAGE



TAI TUNG
VILLAGE

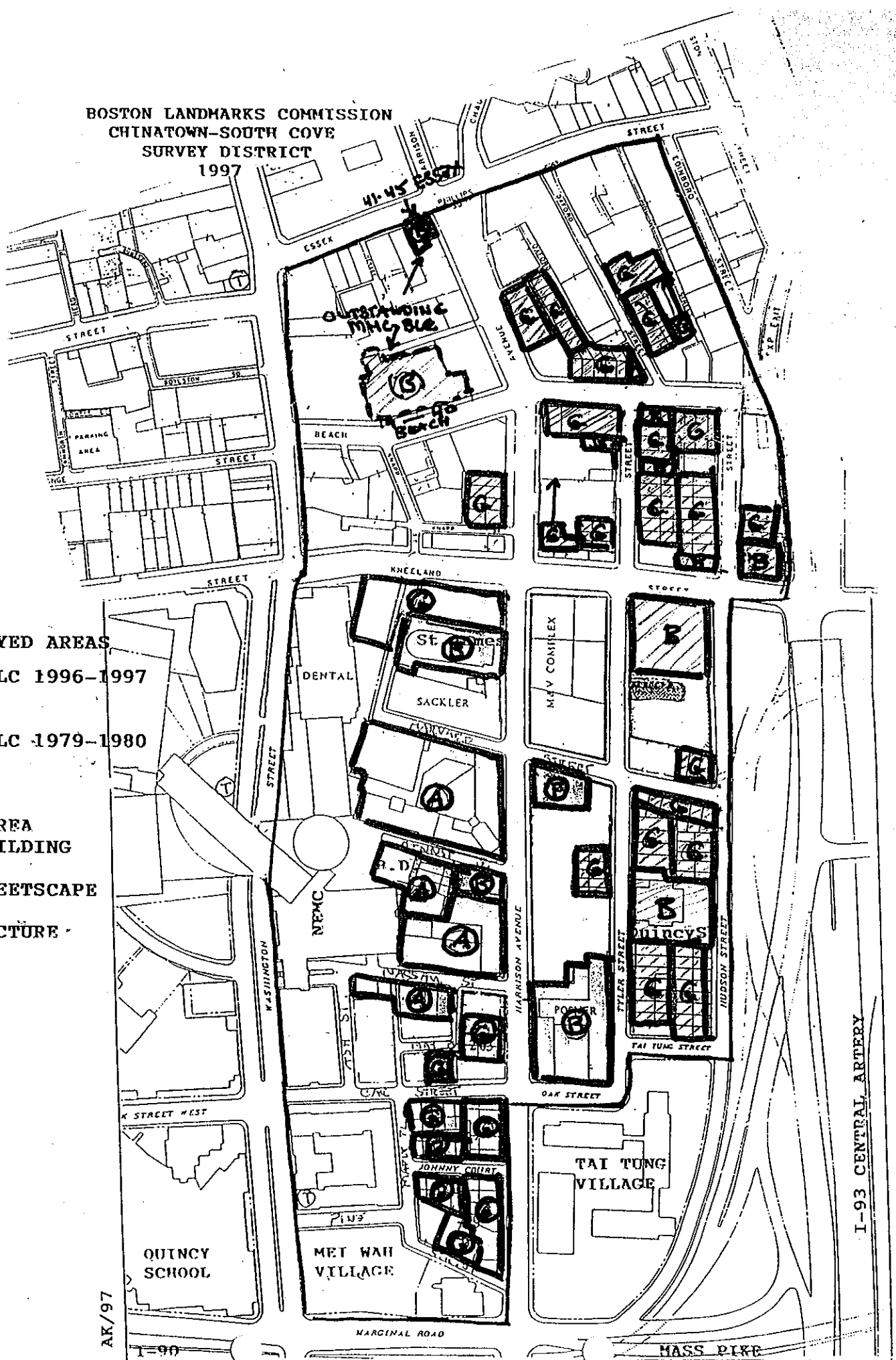
MARGINAL ROAD

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BOSTON LANDMARKS COMMISSION
CHINATOWN-SOUTH COVE
SURVEY DISTRICT
1997

- SURVEYED AREAS**
-  BLC 1996-1997
 -  BLC 1979-1980
 - A** AREA
 - B** BUILDING
 - G** STREETScape
 - F** STRUCTURE



AK/97

Boston -- Chinatown
Inventory forms on file with MHC
May 1994

NR eval. team: all the inventoried properties appear to be in Chinatown district that MHC found eligible on 4/18/90 (in conjunction with Central Artery activity). Forms are in inventory files. *Kathy*

Following is a list of streets in Chinatown. Where inventory forms are available, street numbers (i.e., street addresses) are indicated next to the appropriate street names.

Because Chinatown buildings were surveyed at different times, some inventory forms are filed with the Central Business District (CBD) inventory and others are filed with the South Cove (SC) inventory. Kneeland Street is the dividing line between the two surveys, with properties north of Kneeland Street (including buildings on the even side of the street) filed with the CBD and properties south of Kneeland Street (including buildings on the odd side of the street) filed with South Cove. Codes indicating the CBD or SC inventories appear after each street name.

Ash Street (SC)

Beach Street (CBD) 41-55, 48-50, 52-56, 57-59, 58-A-b, 60-62, 61-65, 64-68, 67, 70-72

Edinboro Street (CBD) 25-27, 29-33

Essex Street (CBD) 73-79

Harrison Avenue (CBD) 2-8, bt. 8 and 28, 28-32, 34, 36-38, 40-44, 62-66, 68-74, 84, 86-90

Harrison Avenue (SC) 110-116, 118-134, 136-146

Harvard Street (SC) 55-63, 58, 60-64, 65

Hudson Street (CBD) 3, 5-9, 6-18, 11-23, 20

Hudson Street (SC) 71-79, 89-103

Johnny Court (SC)

Kneeland Street, even (CBD) 50-58, 64-72, 74-84

Kneeland Street, odd (SC) 57-63, 75

Maple Place (SC)

May Place (SC)

Nassau Street (SC) ³1, 11-13, ~~15~~ 17

Oak Street (SC)

Boston -- Chinatown

Inventory forms on file with MHC (continued)

Oxford Place (CBD) 4-11

Oxford Street (CBD) 13-21, 14, 16, 18-20, 22-30, 32

Ping On Street (CBD)

Tai-Tung Street (SC)

Tyler Street (CBD) 4-6, 7, 8, 9-13, 10, 12-22, 23, 25-27

Tyler Street (SC) 54, 56-58, 70-72, 74-76, 77-85, 78-80, 84, 88, 94-106

- Chinatown (Expanded version of Chinatown District identified in FEIS/R, also in Secondary Corridor and in South Bay/Fort Point Channel Area) (#19): Chinatown is largely a district of brick row houses built in the mid-19th century, around an area of Boston known as South Cove. Adjacent commercial and institutional structures were built more recently, into the mid-20th century. The development of the South Cove area started in 1833 to provide the Boston & Worcester Railroad with a terminal and rail yard. These early row houses were built in response to this development, and have housed successive waves of immigrants since then. The area has gained cultural significance from its 20th century history of occupancy by the Chinese who began arriving in Boston in the late 19th century.

In order to determine contributing buildings and the exact boundary of the district, in an area which would be differently affected by alignment revisions, it was necessary to do an original survey. The buildings found to be contributing appear to meet National Register standards for contributing buildings in a district which is potentially eligible under Criteria A and C for its historic associations with Chinese settlement and the buildings' qualities, which are similar to those which had already been surveyed in this district.

In addition to the contributing buildings previously included in the district, the following are newly identified in the updated survey:

- 25-27 Edinboro Street
- 29-33 Edinboro Street
- 73-79 Essex Street
- 6-18 Hudson Street
- 11-23 Hudson Street

20 Hudson Street (Chinese Merchants Association Building):

Built in 1949 and designed by Edward Chin-Park, this 4-story steel and concrete structure with a limestone veneered facade features oriental decorative motifs. Prominently sited at the entry way into Chinatown and highly visible because of its strong massing and pagoda-crowned roof, the building's east end was truncated by construction of the Central Artery. It is both culturally and architecturally significant as being built specifically for a major Chinese organization, by a Chinese architect, utilizing oriental motifs.

This building is less than 50 years old, but it may meet the test of being exceptionally important. If so, it appears to meet Criterion A for listing on the National Register for its association with the development of the Chinese community in Boston; and Criterion C in that it embodies the distinctive characteristics of a type and period of construction. If not individually eligible,

does MHC
have list
of these?

it would still be a contributing building to the district.

8 Tyler Street
10 Tyler Street
12-22 Tyler Street

- Essex/Kingston Textile District (#21)

Contributing Buildings:

85-91 Essex Street*
105-107 Essex Street*
80-86 Kingston Street*
88-100 Kingston Street
104-122 Kingston Street*
121-127 Kingston Street*
129-131 Kingston Street*

*Potentially eligible for individual listing

Structures Surveyed For The SEIS/R 1989* Primary Corridor

The following structures appear to be eligible for listing on the National Register.

INDIVIDUAL PROPERTIES:

- 172-180 Federal Street (Weld Building) (#9): Built in 1900 and designed by Shepley, Rutan and Coolidge, this five-story brick and limestone Classical Revival commercial building is significant as the work of a major Boston architectural firm, and as a handsome example of a turn of the century office building in an otherwise much modified area.

It appears to meet Criterion A for listing on the National Register for its relationship to the commercial development of downtown Boston; and Criterion C as the work of a noted architectural firm. Despite a recent rooftop addition, it retains integrity of location, design, setting, materials, workmanship, feeling, and association. It is significant at the local level.

CONCUR

DISTRICTS:

- Gridley Street District (#26): The Gridley Street district encompasses an intact group of commercial buildings, including a post-fire Neo-Greco mercantile block, a Richardsonian Romanesque commercial building, and a 1930 Art Deco office building. Together, these buildings form a surviving commercial cluster typical of pre-World War II downtown Boston: mixed-use commercial structures varying in

CONCUR

21 Unity Street (Ebenezer Clough House) (also Recommended Boston Landmark)

- Old Waterfront District (#22): The following is a list of contributing structures to the Potential Old Waterfront NR District which are both contributing to the district and potentially individually eligible for the NR, or already individually NR listed:

28-32 Atlantic Avenue (Lewis Wharf) (also Recommended Boston Landmark)

65-69 Atlantic Avenue (Commercial Wharf North)

84 Atlantic Avenue (Commercial Wharf) (also Recommended Boston Landmark)

173-179 Commercial Street (Commercial Wharf South) (also Recommended Boston Landmark)

223 Commercial Street (Union Wharf) (also Listed on NR and Recommended Boston Landmark)

50-58 Eastern Avenue (Pilot House)

- Exchange District (#23)

Contributing Buildings:

40-50 Congress Street (State Mutual Insurance Co.)

60-62 Congress Street (Hornblower & Weeks Building)

51-57 Kilby Street (Codman Building) (also NR listed)

87 Kilby Street (Boston Insurance Co. Building)*

110-114 Milk Street (Samuel Appleton Building) (also individual NR DOE)

10-18 Post Office Square (Atlantic National Bank)*

53 State Street (Stock Exchange Building) (also Boston Landmark)*

*Potentially eligible for individual listing

- Chinatown (Expanded version of Chinatown District identified in FEIS/R) (also in Primary Corridor and in South Bay/Fort Point Channel Area) (#19)

Newly Identified Contributing Buildings:

68-74 Harrison Avenue (Gaston Building)

84 Harrison Avenue

4-11 Oxford Place*: These eight three-story brick and brownstone row houses are architecturally significant as an intact row of dwellings built in the Greek Revival style, circa 1843.

*Potentially eligible for individual listing

Boston -- Chinatown
Inventory forms on file with MHC
May 1994

Following is a list of streets in Chinatown. Where inventory forms are available, street numbers (*i.e.*, street addresses) are indicated next to the appropriate street names.

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Edinboro Street (CBD) 25-27, 29-33

Essex Street (CBD) 73-79

Harrison Avenue (CBD) 2-8, bt. 8 and 28, 28-32, 34, 36-38, 40-44, 62-66, 68-74, 84, 86-90

Harrison Avenue (SC) 110-116, 118-134, 136-146

Harvard Street (SC) 55-63, 58, 60-64, 65

Hudson Street (CBD) 3, 5-9, 6-18, 11-23, 20

Hudson Street (SC) 71-79, 89-103

Johnny Court (SC)

Kneeland Street, even (CBD) 50-58, 64-72, 74-84

Kneeland Street, odd (SC) 57-63, 75

Maple Place (SC)

May Place (SC)

Nassau Street (SC) 1, 11-13, 15-17

Oak Street (SC)

Boston -- Chinatown
Inventory forms on file with MHC (continued)

Oxford Place (CBD) 4-11

Oxford Street (CBD) 13-21, 14, 16, 18-20, 22-30, 32

Ping On Street (CBD)

Tai-Tung Street (SC)

Tyler Street (CBD) 4-6, 7, 8, 9-13, 10, 12-22, 23, 25-27

Tyler Street (SC) 54, 56-58, 70-72, 74-76, 77-85, 78-80, 84, 88, 94-106

PRP..... Street Name..... St No.... Historic Name..... Loc Mbr... Ar Code Places..... Type HF

BOS.BF		55-63 Harvard Street	South Cove Chinatown	A
BOS.BG		71-79 Hudson Street	South Cove Chinatown	A
BOS.BH		89-103 Hudson Street	South Cove Chinatown	A
BOS.BI		94-106 Tyler Street	South Cove Chinatown	A
BOS.RH		Boston Dispensary	South Cove Chinatown	A
BOS.RI		New England Medical Center Area	South Cove	A
BOS.RJ		Bennet Street, 38-48 and Harvard Street, 13-25	Chinatown South Cove	A
BOS.1530	Beach St	41-55 Fook, Heng Building	Chinatown Central Business District Chinatown Wholesale	B
BOS.1531	Beach St	48-50 Page, Dr. William H. House - Mercantile Hotel	Central Business District Chinatown Wholesale	B
BOS.1532	Beach St	52-56 Templeton, John Row House	Central Business District Chinatown Wholesale	B
BOS.1533	Beach St	57-59 Edwards, Jonathan Row House	Central Business District Chinatown Wholesale	B
BOS.1534	Beach St	58-58 A-B	Central Business District Chinatown Wholesale	B
BOS.1535	Beach St	60-62	Central Business District Chinatown Wholesale	B
BOS.1536	Beach St	61-65 Rougham, Robert Building	Central Business District Chinatown Wholesale	B
BOS.1537	Beach St	64-68 Weyand, Frederick J. Building	Central Business District Chinatown Wholesale	B
BOS.1538	Beach St	67 Rogan, Michael Building	Central Business District Chinatown	B

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PRP..... Street Name..... St No.... Historic Name..... Loc Nbr... Ar Code Places..... Type NF

PRP	Street Name	St No	Historic Name	Loc Nbr	Ar Code	Places	Type	NF
BOS.1539	Beach St		70-72 Simon Building			Wholesale Central Business District Chinatown Wholesale	B	
BOS.12829	Bennet St		25 Boston Dispensary	RH	RH	South Cove Chinatown	B	*
BOS.12830	Bennet St		37 Trott, Peter Row House	RH	RH	South Cove Chinatown	B	*
BOS.12833	Bennet St		38 Pratt, Joseph D. Diagnostic Hospital	RJ	RJ	South Cove Chinatown	B	*
BOS.9422	Bennet St		38 Boston Dispensary Tunnel to Pratt Hospital	RH	RH	South Cove Chinatown	S	*
BOS.12834	Bennet St		48 Farnsworth Hospital	RJ	RJ	South Cove Chinatown	B	*
BOS.1702	Edinboro St		25-27 Kingston Bay Company - Young and Ellis Hat Company			Central Business District Wholesale Chinatown	B	
BOS.1703	Edinboro St		29-33 Sparrow and Chisholm Wholesale Dry Goods Company			Central Business District Wholesale Chinatown	B	
BOS.12836	Essex St		41-45 Kelley, Samuel D. Tenement Building			Theater Wholesale Chinatown	B	
BOS.1772	Harrison Ave		2-8 New England Telephone Company			Central Business District Chinatown	B	
BOS.1773	Harrison Ave		8-28 New England Telephone and Telegraph Company			Central Business District Chinatown Wholesale	B	
BOS.1774	Harrison Ave		28-32 Lung, W. S. Company - Low Bun Fong Restaurant			Central Business District Chinatown Wholesale	B	
BOS.1775	Harrison Ave		34 Chinese American Citizens Alliance Building			Central Business District Chinatown Wholesale	B	
BOS.1776	Harrison Ave		36-38 Hong Far Low Restaurant			Central Business District Chinatown	B	

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PRP..... Street Name..... St No.... Historic Name..... Loc Mbr... Ar Code Places..... Type NF

PRP	Street Name	St No	Historic Name	Loc Mbr	Ar Code	Places	Type	NF
BOS.1777	Harrison Ave	40-44	Harrison Building			Wholesale Central Business District Chinatown	B	
BOS.1778	Harrison Ave	64-66	Boston Elevated Railway - Beach Street Station			Wholesale Central Business District Chinatown	B	
BOS.1779	Harrison Ave	68-74	Gaston Building			Wholesale Central Business District Chinatown	B	
BOS.9425	Harrison Ave	74	Burma Road - Dragon Grotto Sign	1781		Wholesale Central Business District Chinatown	O	*
BOS.2271	Harrison Ave	75	Joslyn, Marquis Row House	TH-CBD-8		Wholesale Central Business District Theater Chinatown	B	
BOS.2272	Harrison Ave	77	Shales, John House - Ringer Dress Company	TH-CBD-9		Wholesale Central Business District Theater Chinatown	B	
BOS.2273	Harrison Ave	79	Spear, James House	TH-CBD-10		Wholesale Central Business District Theater Chinatown	B	
BOS.2274	Harrison Ave	81-83	Knapp, Joseph House	TH-CBD-11		Wholesale Central Business District Theater Chinatown	B	
BOS.1780	Harrison Ave	84	Warren, H. W. - Katz, Simon House			Wholesale Central Business District Chinatown	B	
BOS.1781	Harrison Ave	86-90	Means, Isaac House - Chinese Empire Reform Society			Wholesale Central Business District Chinatown	B	
BOS.2189	Harrison Ave	110-116				Wholesale South Cove Chinatown	B	
BOS.2190	Harrison Ave	118-134				Wholesale South Cove Chinatown	B	
BOS.12788	Harrison Ave	123	Saint James the Greater Roman Catholic Church			Wholesale South Cove Chinatown	B	
BOS.9426	Harrison Ave	123	Saint James the Greater Church Rectory Archway	12788		Wholesale South Cove Chinatown	S	

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PRP..... Street Name..... St No.... Historic Name..... Loc Nbr... Ar Code Places..... Type NF

PRP	Street Name	St No	Historic Name	Loc Nbr	Ar Code	Places	Type	NF
BOS.2191	Harrison Ave	136-146				Chinatown South Cove	B	
BOS.12789	Harrison Ave	177	Hadge, George N. Building - Trade Union Center			Chinatown South Cove	B	
BOS.12832	Harrison Ave	185	New England Medical Center - Rehabilitation Center	RI		Chinatown South Cove	B	*
BOS.12790	Harrison Ave	200	Tufts - New England Medical Center - Posner Hall			Chinatown South Cove	B	
BOS.12791	Harrison Ave	201	Wells, John Row House			Chinatown South Cove	B	
BOS.12792	Harrison Ave	203	Wells, John Row House			Chinatown South Cove	B	
BOS.12793	Harrison Ave	205	Wells, John Row House			Chinatown South Cove	B	
BOS.12794	Harrison Ave	211	Wells, John Row House			Chinatown South Cove	B	
BOS.12795	Harrison Ave	213	Wells, John Row House			Chinatown South Cove	B	
BOS.12796	Harrison Ave	215	Wells, John Row House			Chinatown South Cove	B	
BOS.12797	Harrison Ave	217	Wells, John Row House			Chinatown South Cove	B	
BOS.12798	Harrison Ave	219	Wells, John Row House			Chinatown South Cove	B	
BOS.12799	Harrison Ave	223				Chinatown South Cove	B	
BOS.12800	Harrison Ave	225-227				Chinatown South Cove	B	
BOS.12801	Harrison Ave	229	Rogers, John - Bailly, Amasa House			Chinatown	B	
BOS.12802	Harrison Ave	231				South Cove Chinatown	B	
BOS.12803	Harrison Ave	239				South Cove Chinatown	B	
BOS.12835	Harvard St	13-25	Osgood Garment Loft Building	RJ	RJ	South Cove	B	*
BOS.9419	Harvard St	47-49	Harvard Street Baptist Church Granite Entry Blocks			Chinatown Chinatown	S	
BOS.2192	Harvard St	55	Cram, George W. Row House	BF		South Cove South Cove	B	
BOS.2193	Harvard St	57	Cram, George W. Row House	BF		Chinatown South Cove	B	

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PRP..... Street Name..... St No.... Historic Name..... Loc Nbr... Ar Code Places..... Type NF

BOS.2197	Harvard St	58-60	Holland, Thomas H. Row House			Chinatown South Cove	B
BOS.2194	Harvard St	59	Cram, George W. Row House	BF		Chinatown South Cove	B
BOS.2195	Harvard St	61	Wheeler, Nathan Row House	BF		Chinatown South Cove	B
BOS.2198	Harvard St	62-64	Holland, Thomas H. Row House			Chinatown South Cove	B
BOS.2196	Harvard St	63	Wheeler, Nathan Row House	BF		Chinatown South Cove	B
BOS.2199	Harvard St	65	Wheeler, Nathan Row House	BF		Chinatown South Cove	B
BOS.1803	Hudson St	3				Chinatown Central Business District Wholesale	B
BOS.1804	Hudson St	5-9	Diamond, A. Building			Chinatown Central Business District Wholesale	B
BOS.1805	Hudson St	11-23	Fuller, Charles - Bosworth, Royal Row House			Chinatown Central Business District Wholesale	B
BOS.1801	Hudson St	14-18	Millard, Samuel Row House			Chinatown Central Business District Wholesale	B
BOS.1802	Hudson St	20	Chinese Merchants Association Building			Chinatown Central Business District Wholesale	B
BOS.2200	Hudson St	71	Cram, George W. Row House	BG		Chinatown South Cove	B
BOS.2201	Hudson St	73	Cram, George W. Row House	BG		Chinatown South Cove	B
BOS.2202	Hudson St	75	Cram, George W. Row House	BG		Chinatown South Cove	B
BOS.2203	Hudson St	77	Cram, George W. Row House	BG		Chinatown South Cove	B
BOS.2204	Hudson St	79	Cram, George W. Row House	BG		Chinatown South Cove	B
BOS.2205	Hudson St	89		BH		Chinatown South Cove	B
BOS.2206	Hudson St	91		BH		Chinatown South Cove	B
BOS.2207	Hudson St	93		BH		Chinatown South Cove	B

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PRP..... Street Name..... St No.... Historic Name..... Loc Nbr... Ar Code Places..... Type NF

BOS.2208	Hudson St	95		BH	South Cove Chinatown	B
BOS.2209	Hudson St	97		BH	South Cove Chinatown	B
BOS.2210	Hudson St	99		BH	South Cove Chinatown	B
BOS.2211	Hudson St	101		BH	South Cove Chinatown	B
BOS.2212	Hudson St	103		BH	South Cove Chinatown	B
BOS.931	Hudson St		Fitzgerald Expressway Tunnel Vent		Central Business District Chinatown Wholesale	S
BOS.12804	Johnny Ct		1 Wells, John Row House		South Cove Chinatown	B
BOS.12809	Johnny Ct		2 Wells, John Row House		South Cove Chinatown	B
BOS.12805	Johnny Ct		3 Wells, John Row House		South Cove Chinatown	B
BOS.12810	Johnny Ct		4 Wells, John Row House		South Cove Chinatown	B
BOS.12806	Johnny Ct		5 Wells, John Row House		South Cove Chinatown	B
BOS.12811	Johnny Ct		6 Wells, John Row House		South Cove Chinatown	B
BOS.12807	Johnny Ct		7 Wells, John Row House		South Cove Chinatown	B
BOS.12808	Johnny Ct		9 Wells, John Row House		South Cove Chinatown	B
BOS.12812	Johnny Ct		10 Wells, John Row House		South Cove Chinatown	B
BOS.12813	Kneeland St		15 Kneeland Building		South Cove Chinatown	B
BOS.12814	Kneeland St		35 Traders Building		South Cove Chinatown	B
BOS.1830	Kneeland St	50-58			Central Business District Chinatown Wholesale	B
BOS.2213	Kneeland St	57-63			South Cove Chinatown	B
BOS.1831	Kneeland St	64-72			Central Business District Chinatown Wholesale	B
BOS.1832	Kneeland St		74-84 Atlantic Filling Station		Central Business District Chinatown Wholesale	B
BOS.2214	Kneeland St		75 Hudson Building		South Cove	B

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PRP.....	Street Name.....	St No....	Historic Name.....	Loc Nbr...	Ar Code	Places.....	Type	NF
BOS.12815	Nassau St	1-3	Wells, John Row House			Chinatown Chinatown	B	
BOS.12816	Nassau St	11-13	Hemenway House for Assisted Living			South Cove Chinatown	B	
BOS.12831	Nassau St	14	New England Medical Center Hospital		RI	South Cove South Cove	B	*
BOS.9421	Nassau St	14	Boston Dispensary Passageway	RH	RH	Chinatown South Cove	S	*
BOS.12817	Nassau St	17	New England Medical Center Dental Laboratory Annex			Chinatown Chinatown	B	
BOS.12818	Oak St	29	Wells, John Row House			South Cove South Cove	B	
BOS.12819	Oak St	31	Wells, John Row House			Chinatown South Cove	B	
BOS.12820	Oak St	33	Wells, John Row House			Chinatown South Cove	B	
BOS.12824	Oak St	34	Wells, John Row House			Chinatown South Cove	B	
BOS.12821	Oak St	35	Wells, John Row House			Chinatown South Cove	B	
BOS.12825	Oak St	36	Wells, John Row House			Chinatown South Cove	B	
BOS.12822	Oak St	37	Wells, John Row House			Chinatown South Cove	B	
BOS.12823	Oak St	39				Chinatown South Cove	B	
BOS.1925	Oxford Pl	4-11	Johnson, Adijah S. Row House			Chinatown Central Business District	B	
BOS.1931	Oxford St	13-21	New England Telephone and Telegraph Company			Chinatown Wholesale Central Business District	B	
BOS.1926	Oxford St	14				Chinatown Wholesale Central Business District	B	
BOS.1927	Oxford St	16				Chinatown Wholesale Central Business District	B	
BOS.1928	Oxford St	18-20	Quong Kow Chinese Junior High School			Chinatown Wholesale Central Business District	B	

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PRP..... Street Name..... St No.... Historic Name..... Loc Nbr... Ar Code Places..... Type NF

BOS.1929	Oxford St	22-30 Quincy, Josiah Jr. Row House	Wholesale Central Business District Chinatown Wholesale	B
BOS.1930	Oxford St	32 Quincy, Josiah Jr. Row House	Central Business District Chinatown Wholesale	B
BOS.12826	Pine St	16 Cohen, Joseph P. Tenement House	South Cove	B
BOS.12827	Pine St	18 Wells, John Row House	Chinatown South Cove	B
BOS.12828	Pine St	20 Wells, John Row House	Chinatown South Cove	B
BOS.1946	Ping On St	14-15	Chinatown Central Business District Wholesale Chinatown	B
BOS.2088	Tyler St	4-6 Saint Paul's Episcopal Church Mission House	Central Business District Wholesale Chinatown	B
BOS.2092	Tyler St	7 Good Earth Restaurant	Central Business District Wholesale Chinatown	B
BOS.2089	Tyler St	8	Central Business District Wholesale Chinatown	B
BOS.2093	Tyler St	9-13 Gaston Building - Hong Loy Doo Restaurant	Central Business District Wholesale Chinatown	B
BOS.2090	Tyler St	10 Goon Shee-Lee Association Building	Central Business District Wholesale Chinatown	B
BOS.2091	Tyler St	12-22 Lantern House Restaurant	Central Business District Wholesale Chinatown	B
BOS.2094	Tyler St	23 Gilmore, Adrian Row House	Central Business District Wholesale Chinatown	B
BOS.2095	Tyler St	25-27 Gilmore, Adrian Row House	Central Business District Wholesale	B

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PRP..... Street Name..... St No.... Historic Name..... Loc Mbr... Ar Code Places..... Type NF

PRP	Street Name	St No	Historic Name	Loc Mbr	Ar Code	Places	Type	NF
BOS.2218	Tyler St	54				Chinatown South Cove	B	
BOS.2219	Tyler St	56-58				Chinatown South Cove	B	
BOS.2220	Tyler St	70-72				Chinatown South Cove	B	
BOS.2221	Tyler St	74	Whistler, Francis - Steadman, Josiah Row House			Chinatown South Cove	B	
BOS.2222	Tyler St	76	Whistler, Francis - Steadman, Josiah Row House			Chinatown South Cove	B	
BOS.2223	Tyler St	77	Foster, Edson H. Row House			Chinatown South Cove	B	
BOS.2227	Tyler St	78-80	Syrian Mission Church Rectory			Chinatown South Cove	B	
BOS.2224	Tyler St	79	Foster, Edson H. Row House			Chinatown South Cove	B	
BOS.2225	Tyler St	81	Foster, Edson H. Row House			Chinatown South Cove	B	
BOS.2228	Tyler St	84	Quincy School - Manual Training School			Chinatown South Cove	B	
BOS.2226	Tyler St	85	Foster, Edson H. Row House			Chinatown South Cove	B	
BOS.2229	Tyler St	88	Quincy Grammar School			Chinatown South Cove	B	
BOS.2230	Tyler St	94	Hertig, Valtin Row House	BI		Chinatown South Cove	B	
BOS.2231	Tyler St	96	Hertig, Valtin Row House	BI		Chinatown South Cove	B	
BOS.2232	Tyler St	98	Hertig, Valtin Row House	BI		Chinatown South Cove	B	
BOS.2233	Tyler St	100	Maronite Society Building	BI		Chinatown South Cove	B	
BOS.2234	Tyler St	102		BI		Chinatown South Cove	B	
BOS.2235	Tyler St	104		BI		Chinatown South Cove	B	
BOS.2236	Tyler St	106	O'Brien, Edward Row House	BI		Chinatown South Cove	B	

[405] 157 items listed out of 157 items.

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FIELD REPORT

Massachusetts Historical Commission

CBD

Community:

Boston

Subject/Project No.:

Contact:

Address:

Phone:

Record of Meeting:

Date: 6/20/94

MHC staff + BLC staff revisited Chinatown, south of Kneeland St. (part of larger eligible Chinatown HD) to review some changes to bldgs.

Observations: on the district:

- Hudson, south of Kneeland - masonry, scale, proportions, fabric remain though in some cases windows changed and/or window openings changed; brick veneer may have been added. Continues to contribute to larger district. Staff observed 6 bldgs on w. side of Hudson that do not appear on Boston affiliates map.

- Tyler St. Quincy School good early brick school w/ brownstone name plaque. T St. retained more integrity of materials etc. despite vacant lots on west side.

Staff Member:

BF/AJ

- Harvard St. - v. intact row of brick

bldeg, including storefronts.

- large bldg between Kneeland / Harvard /
Tyler / Harrison

- 56-58 Tyler - incl - mansard roofed, intact
brick residential buildings

- lower end of Harrison Ave. / southwest block
bounded by Oak / Maple / Pine - ^{largely} uninventoried
group of brick 19th c. rowhouses that appear
to retain integrity - few alterations.

- ³⁴⁻³⁶ Oak St. annex - ^{located on} well preserved mid 19th c.
rowhouses

- Harrison Ave. Parcel C - 193-205 Harrison
fine group of Greek Revival - style brick
rowhouses

- 1930 Pratt Center on ~~Nassau~~ ^{Bennet} St., &
adjoining bldg on Harrison - part of Tufts
neither inventoried - Col. Revival - 1930

- ~~74-76 Oak~~ n. side of Nassau St. - 1930s Tufts-
owned building, now part of 1958+ rehab center -
not inventoried

Because of demo. & loss in this area, it is likely that
many smaller bldgs in this area are not inventoried.

from Tai-Tung & Tyler
from the
17th & 18th

Fax Transmittal Memo

7672

LOCAL RECYCLED PAPER
100% POST-CONSUMER WASTE

No. of Pages

4

Today's Date

5/31

Time

1:00 pm

To

Kathy Broomer

Company

MHC

Location

From

Carol Chirico

Company

BLC

Location

Dept. Charge

Fax #

727-5128

Telephone #

Fax #

Telephone #

635-3850

Comments

For tomorrow's Chinatown Tour

Original

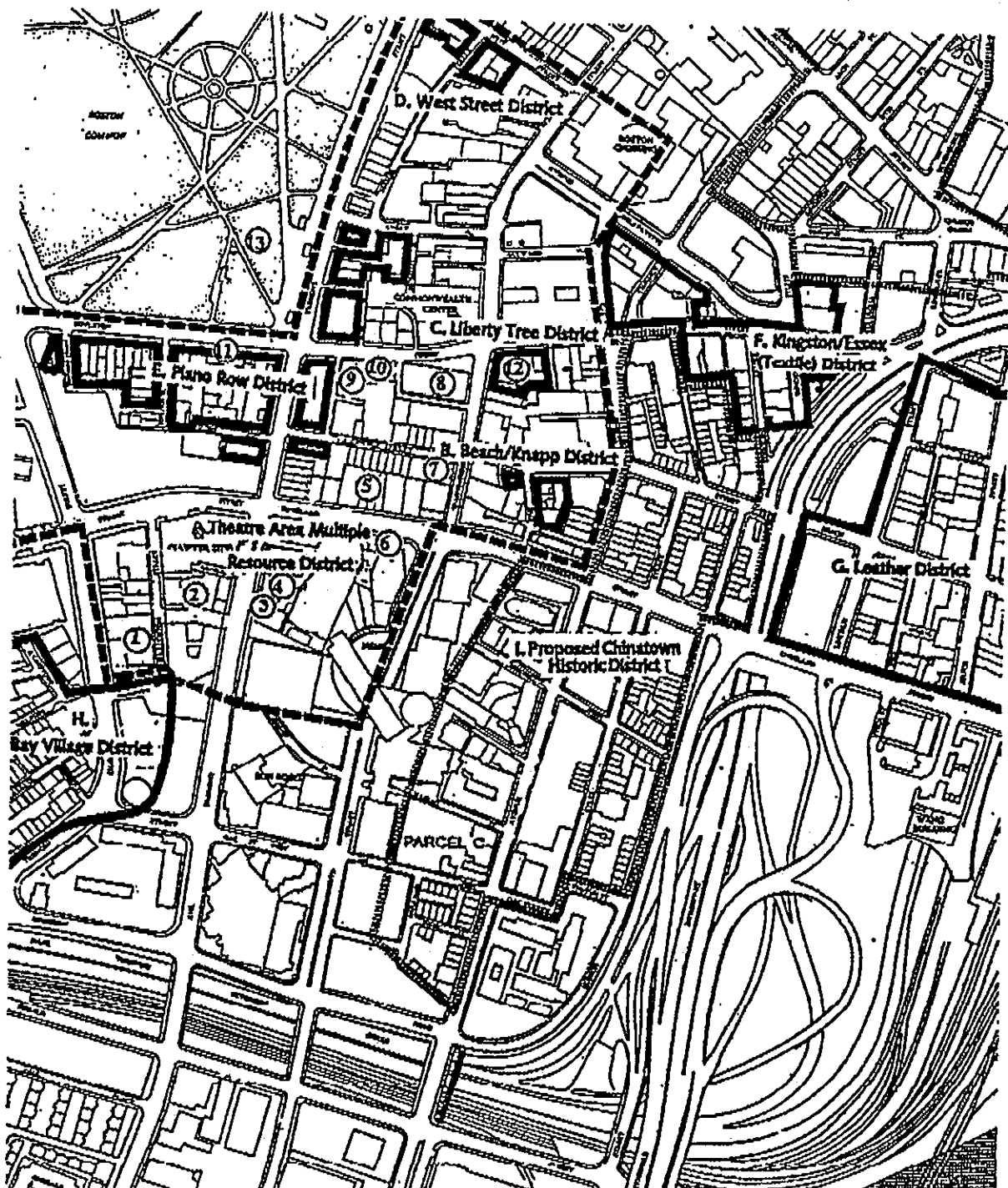
Disposition:

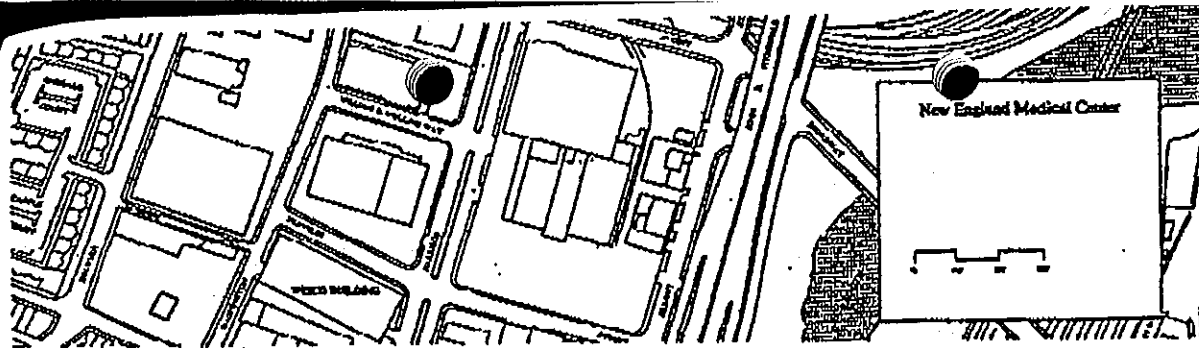
☐ Destroy

☐ Return

☐ Call for pickup

The info is from the Parcel C/New England Medical Ctr DEIR.
The list of inventory forms is from the "Chinatown" Survey
compiled from other surveys (CBD, Theatre, Boston Affiliates
+ Cornell Students who did Hudson Street)





Historic Resources in the Project Vicinity

X-1

The NR Theatre Area Multiple Resource Nomination District encompasses the following NR/BLC districts:

- Beach/Knapp District
- Liberty Tree District
- West Street District
- Piano Row District

The NR Theatre Area Multiple Resource Nomination District also includes the following individually listed NR/BLC properties:

1. Charles Playhouse/Fifth Adventist Church
76-78 Warrenton Street
2. Shubert Theatre
263-265 Washington Street
3. Wang Theatre (Music Hall/Metropolitan Theatre)
252-272 Washington Street
4. Wilbur Theatre
244-250 Washington Street
5. Jacob Wirth Buildings
31-39 Stuart Street
6. Dill Buildings
11-25 Stuart Street
7. Hayden Building
681-683 Washington Street
8. Boylston Building
2-25 Boylston Street
9. Boston Young Men's Christian Union (YMCA)
48 Boylston Street
10. Boston Edison Electric Illumination Company
25-39 Boylston Street

Three additional individual BLC listings also fall within this same Theatre Area District:

11. Colonial Theatre
96-106 Boylston Street
12. Liberty Tree Block
628-636 Washington Street
13. Boston Common

Other nominated districts in the vicinity of the site include:

- Kingston-Essex (Textile) NR/BLC District
- Leather NR/BLC District
- Bay Village Local Historic District (NR/BLC)

NR Eligible Districts and Individually Listed Properties within the surrounding area include:

- Chinatown District
- Commercial Palace District
- 14. 155 Kneeland Street (power plant)

Inventoried Buildings in the Proposed Chinatown Historic District
 (from the alphabetical street files of the Boston Landmarks Commission; properties in the Chinatown neighborhood, but not the Chinatown Historic District are omitted).

Street Address	Construction Date	Architectural Style
6. 57-59 Beach St.	ca. 1875-80	Mansard
12. 29-33 Edinboro St.	1914	Loft
17. 2-8 Harrison Ave.	1920	Classical Revival
18. 8-26 Harrison Ave.	1964	Modern
19. 28-32 Harrison Ave.	1894	Classical Revival
20. 34 Harrison Ave.	1931	Classical Revival
21. 36-38 Harrison Ave.	ca. 1894	Classical Revival
22. 40-44 Harrison Ave.	ca. 1916	Merchantile
23. 64-66 Harrison Ave.	ca. 1900	Utilitarian
24. 68-74 Harrison Ave.	1910	Merchantile
25. 84 Harrison Ave.	ca. 1840s	Greek Revival
26. 86-90 Harrison Ave.	ca. 1870s	Mansard
27. 118-134 Harrison Ave.	pre-1919	Classical Revival
28. 136-146 Harrison Ave.	1922	Merchantile
35. 102-116 Harrison Ave.	1922	Merchantile
36. 58 Harvard St.	ca. 1840s	Greek Revival
37. 60-64 Harvard St.	ca. 1840s	Greek Revival
38. 55-63 Harvard St.	ca. 1840s	Greek Revival
39. 65 Harvard St.	1833	Greek Revival
40. 71 Hudson St.	ca. 1840s	Greek Revival
41. 73 Hudson St.	ca. 1840s	Greek Revival
42. 75 Hudson St.	ca. 1840s	Greek Revival
43. 77 Hudson St.	ca. 1840s	Greek Revival
44. 79 Hudson St.	ca. 1840s	Greek Revival
45. 89 Hudson St.	ca. 1840s	Greek Revival
46. 91 Hudson St.	ca. 1840s	Greek Revival
47. 93 Hudson St.	ca. 1840s	Greek Revival
48. 95 Hudson St.	ca. 1840s	Greek Revival
49. 97 Hudson St.	ca. 1840s	Greek Revival
50. 99 Hudson St.	ca. 1840s	Greek Revival
51. 101 Hudson St.	ca. 1840s	Greek Revival
52. 103 Hudson St.	ca. 1840s	Greek Revival
53. 71-79 Hudson St.	ca. 1840s	Greek Revival
54. 89-103 Hudson St.	ca. 1840s	Greek Revival
55. Hudson/Beach	???	Ventilator
56. 6-18 Hudson St.	ca. 1840s	Greek Revival
57. 20 Hudson St.	1949	Chinese Modern
58. 3 Hudson St.	M 19th cen.	Utilitarian
59. 5-9 Hudson St.	1914	Tapestry Brick
60. 11-23 Hudson St.	ca. 1840s	Greek Revival row
61. 16-18 Kneeland St.	post-1950	n/a
62. 20 Kneeland St.	1953	White Tower
63. 26-38 Kneeland St.	1928	Classical Revival
64. 40-44 Kneeland St.	1883-90	Italianate/Queen Anne
65. 50-58 Kneeland St.	1928	Utilitarian
66. 64-72 Kneeland St.	1915	Industrial
67. 74-84 Kneeland St.	1969	Modern
68. 57-63 Kneeland St.	1915	Industrial
69. 75 Kneeland St.	E 20th cen.	Commercial
70. 14-20 Oxford St.	1915	Merchantile
71. 22 30 Oxford St.	1937	n/a
72. 32 Oxford St.	ca. 1840s	Greek Revival (alt)



CBD Survey

Leather NRDIS

Black Knapp NRDIS

Essex NRDIS

Commercial Place

SOUTH STATION

BOSTON EDISON CO.

BOSTON EDISON

PARKING GARAGE

PARKING

PARKING

PARKING

WANG

ATLANTIC

LINCOLN

UTICA

SOUTH

EAST

STREET

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Theatre survey

both kind NRMRA
WILBUR THEATER
Young Metropolitan

Jacob Wilbur
NRMRA
Pittsford NRMRA

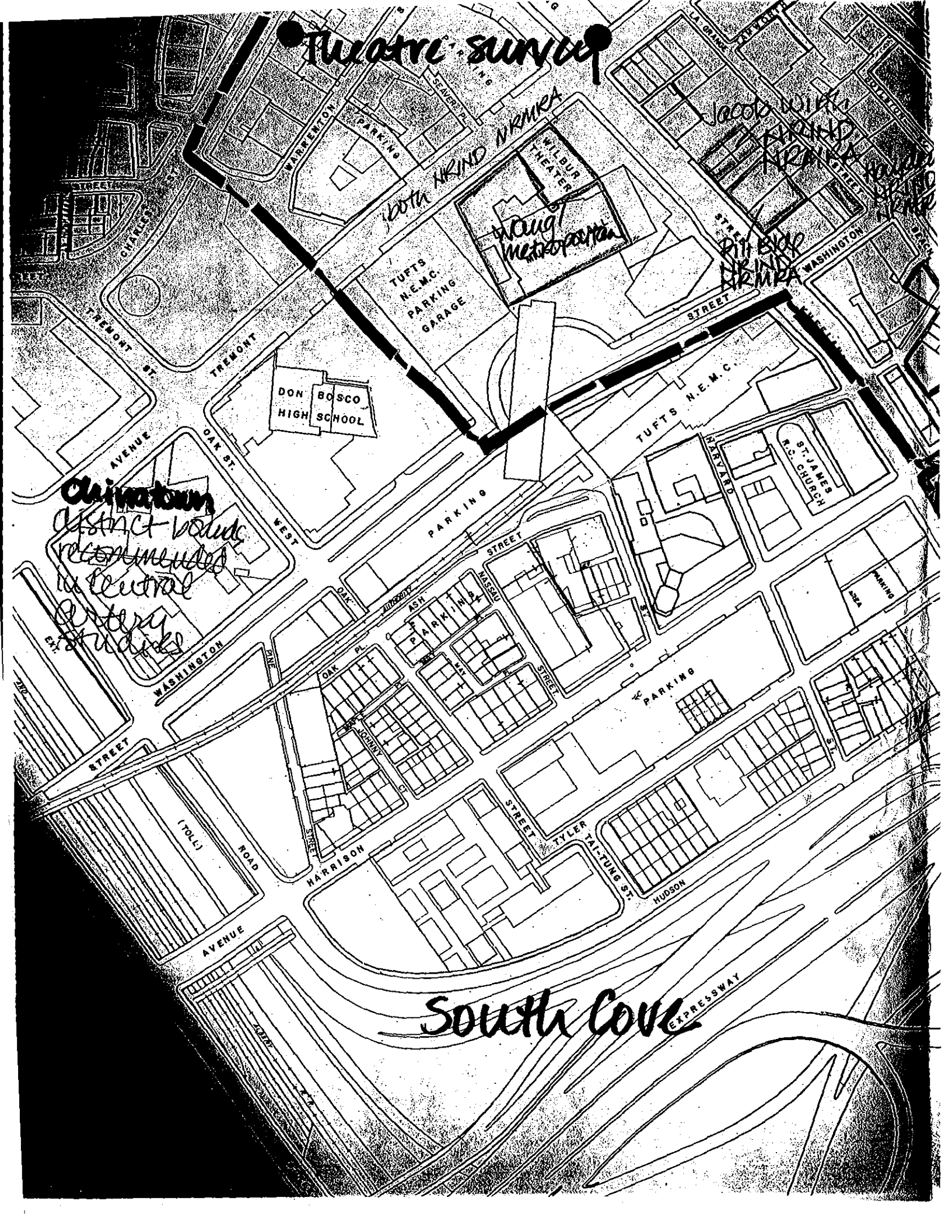
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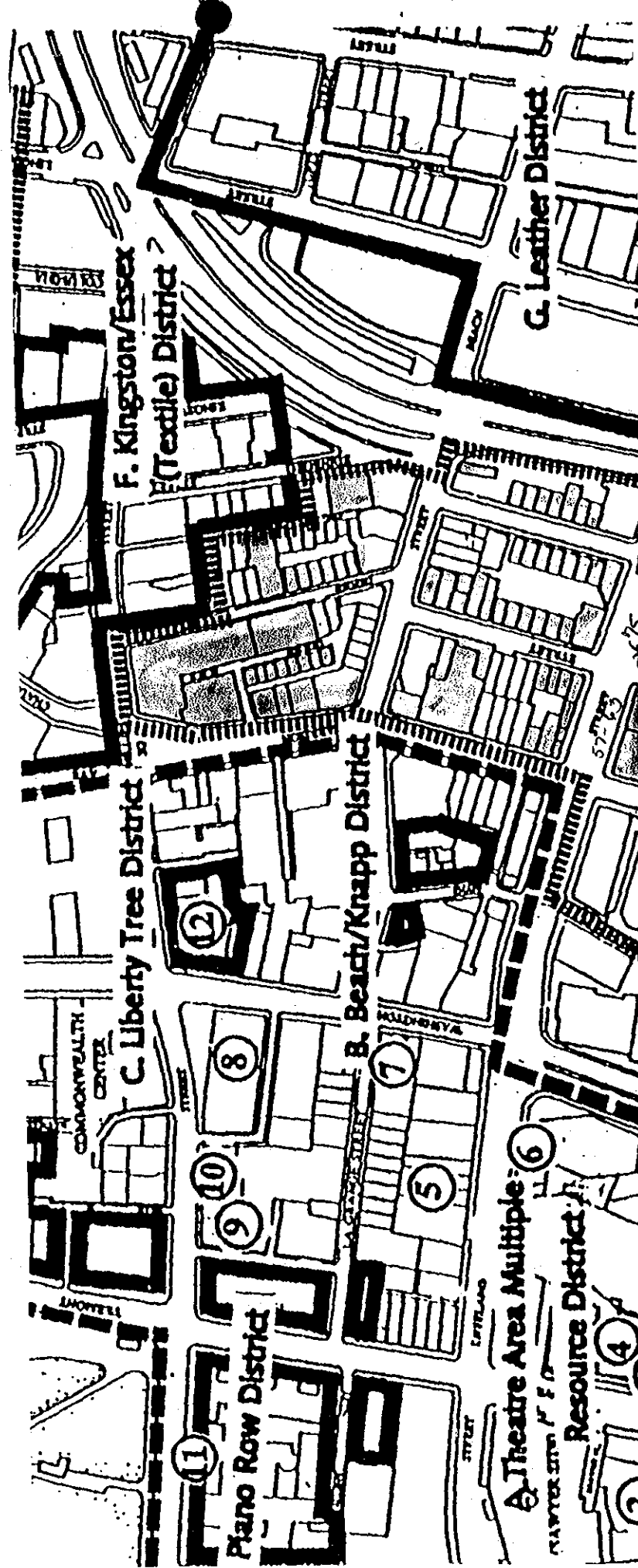
ST. JAMES
R.C. CHURCH

Clinton
district roads
recommended
to Central
Entry
Starks

South Cove







F. Kingston/Essex
(Textile) District

G. Leather District

C. Liberty Tree District

B. Beach/Krapp District

A. Theatre Area Multiple

Resource District

Piano Row District

11

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12

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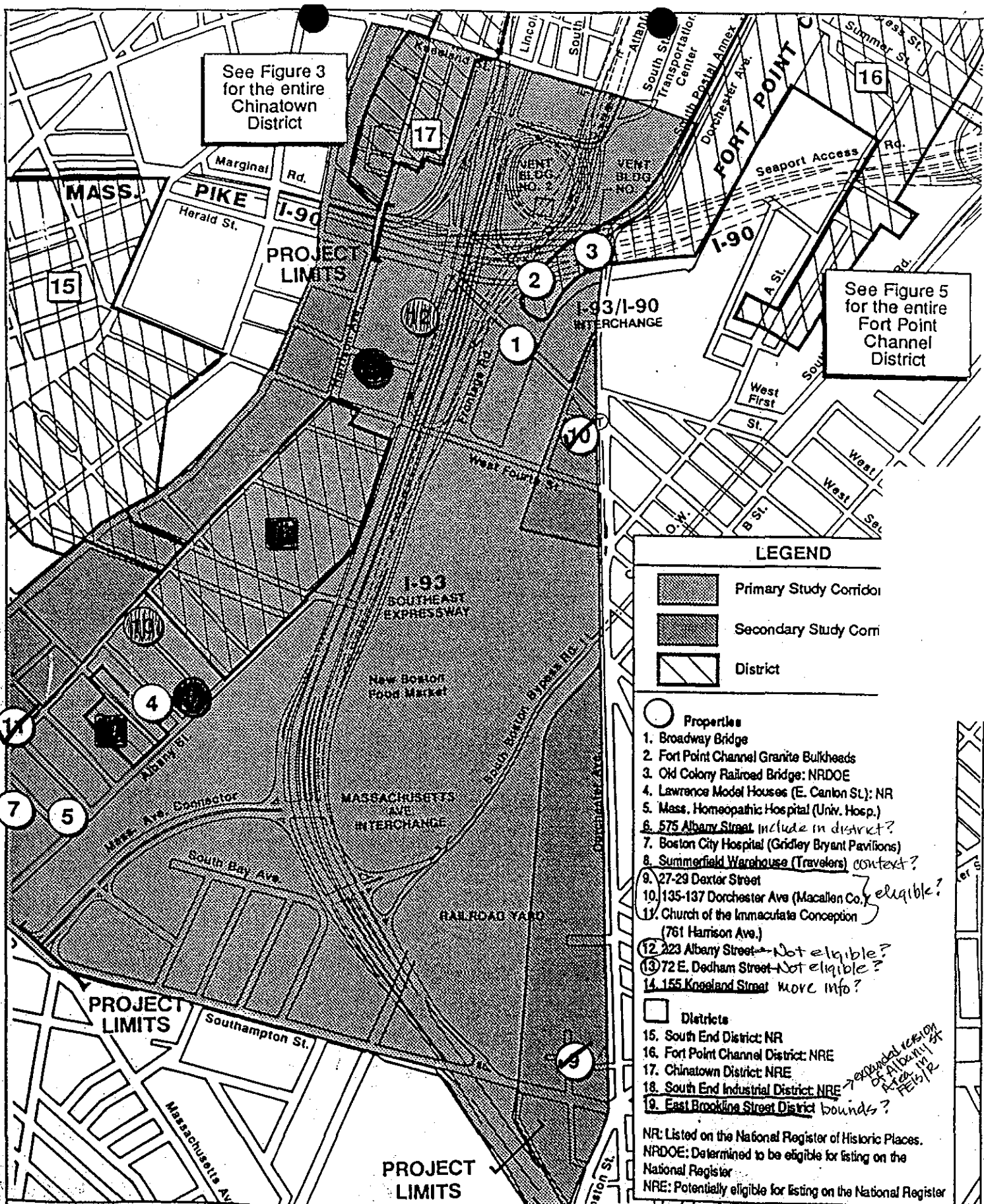


FIGURE
4

Structures Surveyed For The South Bay/Fort Point Channel Area Historic Resources Inventory

The Commonwealth of Massachusetts Department of Public Works
Central Artery (I-93)/Third Harbor Tunnel (I-90) Project
SUPPLEMENTAL EIS

0 400 800 1200 Feet



Potentially eligible for NR (identified in FEIS/R)

Fort Point Channel granite bulkheads (#2): These handsome granite bulkheads were built mostly by the Boston Wharf Company between 1836 and 1900 to create docks and wharves and contain the waters of the South Bay and Fort Point Channel.

Old Colony Railroad Bridge (#3): Built in 1899 to carry main railroad lines into the newly built South Station. It is the fourth Scherzer rolling lift bridge constructed in the United States, and the first to be constructed outside of Chicago. At the time of its construction, it was said to be the largest of its type in the country. It has been determined individually eligible by The Department with concurrence of the MHC.

- Chinatown District (also in the Central Area) (Expanded version of Chinatown District identified in FEIS/R) (#17): The following buildings contribute to the potential enlarged district. The structures previously identified in the FEIS/R are not noted here:

typo #5?

101-116 Harrison Avenue: Connected to 118-134 Harrison Avenue, this eight-story industrial style brick building has spans of five clustered windows divided by piers, and was designed by the Boston architectural firm of Monks and Johnson.

118-134 Harrison Avenue: An eight-story cast stone building with brick facade and spans of four clustered windows divided by pilaster-like piers.

136-146 Harrison Avenue: An eight-story brick commercial building with pier and spandrel construction and large industrial metal windows, designed by prominent Boston architects Blackall, Clapp and Whittemore.

55-63 Harvard Street: A two-story brick attached row houses with dormer roofs, built in the mid-19th century.

58 Harvard Street: A flat-front three-story brick row house built in the 1840s.

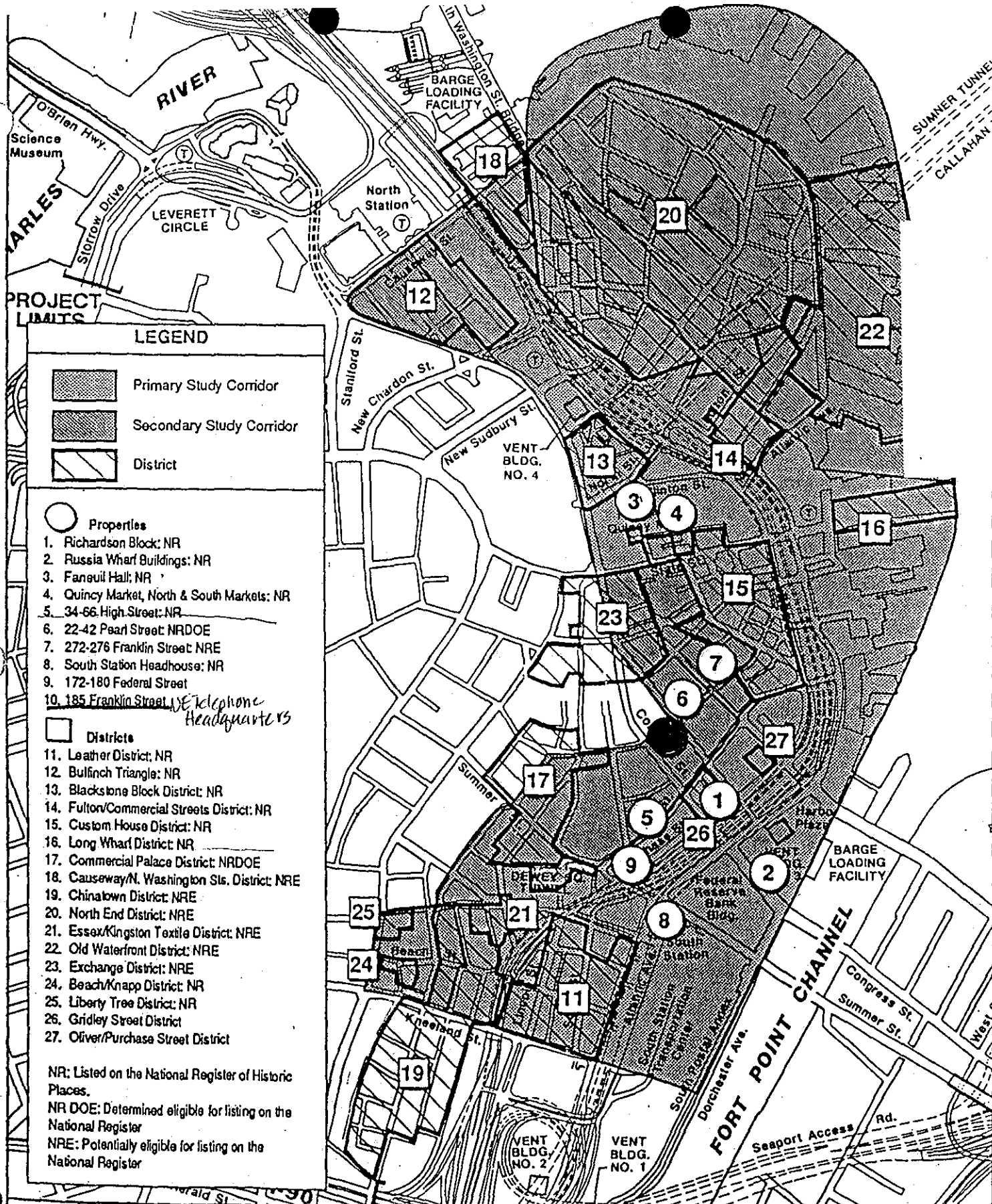
60-64 Harvard Street: Two two-story gable-roofed row houses with third-story dormers, built in the 1840s.

65 Harvard Street: A brick flat-front row house with stone lintels and brick cornice.

71-79 Hudson Street: A row of flat-front two- to three-story attached plain brick mid-19th century townhouses.

89-103 Hudson Street: A row of flat-front plain mid-19th century attached brick townhouses.

- 57-63 Kneeland Street: An eight-story brick and stone commercial building with large industrial windows and pier spandrel construction.
- 75 Kneeland Street: A fourteen-story commercial building with pier and spandrel structure and elaborate Art Deco ornamentation around the metal entrance and on the building surface. It is significant as a rare example of large scale Art Deco architecture in Boston.
- 54 Tyler Street: A three-story row house with three-story bay window, mansard roof, octagonal bay dormer, incised decoration and cornice detail.
- 56-58 Tyler Street: A mid-19th century attached row house with three bays and a flat front.
- 70-72 Tyler Street: A three-story brick row house, with three bays and stone lintels; #70 is a one-story commercial storefront.
- 74-76 Tyler Street: A mid-19th century Greek Revival brick townhouse, three bays wide with a flat front.
- 77-85 Tyler Street: Five attached bowfront townhouses with mansard roofs and semi-octagonal dormers.
- 78-80 Tyler Street: A mid-19th century four-story brick row house with four arched doorways on first floor in the Greek Revival style.
- 84 Tyler Street: A Greek Revival flat front brick and stucco row house with segmental arches topping one floor of windows.
- 88 Tyler Street: One of the earliest surviving school buildings in Boston, this three-story brick structure has flat wall surfaces and flush stone lintels.
- 94-106 Tyler Street: A row of flat-front three- to four-story attached plain brick mid-19th century townhouses.
- South End Industrial District (#18) (expanded version of Albany Street Area identified in FEIS/R): The proposed South End Industrial District is a largely intact grouping of late 19th to early 20th century brick industrial buildings with some tenements and workers' housing along its periphery. Industries were attracted to the area due to its central location and its proximity to rail and wharf facilities. Many of these industries, including woodworking, stonecutting, shoe manufacturing, and piano and organ manufacturing played an important role in the growth and development of Boston. A number of the structures are



FIGURE

3

Structures Surveyed For The Central Area Historic Resources Inventory

The Commonwealth of Massachusetts Department of Public Works
 Central Artery (I-93)/Third Harbor Tunnel (I-90) Project
 SUPPLEMENTAL EIS

0 400 800 1200 Feet



BOSTON LANDMARKS COMMISSION

Building Information Form Form No. Area CBDADDRESS 556-624 Atlantic Ave. COR. Summer St.
Congress St.
Dorchester Ave.NAME Federal Reserve Bank of Boston
present originalMAP No. 24N/13E SUB AREA FinancialDATE Began 1973 Bldg. permit 12-12-72
sourceARCHITECT Hugh Stubbins & Assoc. "
Le Messurier Assoc., eng. sourceBUILDER Perini Corp Codman Survey
sourceOWNER 1200 Realty Trust
original presentPHOTOGRAPHS 23 1/3, *35 1/4-80TYPE (residential) single double row 2-fam. 3-deck ten apt.
(non-residential) offices, banking, & garageNO. OF STORIES (1st to cornice) thirty-two plus 4 story low-rise sectionROOF flat cupola dormersMATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl
(Other) brick stone concrete (iron/steel/alum.)

BRIEF DESCRIPTION Structural steel frame office tower with aluminum and glass skin. Main tower features corner piers with uninterrupted horizontal span of windows across two major facades, shielded by aluminum, eyebrow-like spandrels, triangular in section. 4 story low-rise section, aluminum clad and lacking fenestration, connected to main tower by linking unit of glass, resembling a greenhouse.

EXTERIOR ALTERATION (minor) moderate drasticCONDITION (good) fair poor LOT AREA 212,743 sq. feetNOTEWORTHY SITE CHARACTERISTICS Freestanding, on prominent site, incorporating enormous block fronted by brick pavillion and surrounded by landscaped area. Significant contribution to Boston's skyline.

SIGNIFICANCE (cont'd on reverse)

Significant example of office tower architecture in its design, materials, and use of site as people-oriented space. "Designed to unite a growing central business district with a major transportation interchange." Stubbins states that "three main forces converged to shape the design of the complex: the importance of a clear expression of distinct but related functions in a unified scheme that would enhance a prime renewal area of downtown Boston, the need for well

Moved; date if known _____

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	x	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transportation	_____
Communication	_____	Political	_____		
Community/ development	_____				

Significance (include explanation of themes checked above)

defined circulation and the requirement for a high level of security within a pleasant environment.^{#2}

Different kinds of space were needed: maximum security, placed in separate low-rise block, and office floors in high rise tower. The connecting link was designed to integrate the two, containing employee facilities, public gallery, and central security control station. "A landscaped court with pools emphasized the humanity of the buildings in an urban setting, and creates an effective transition between them."² The opening beneath office floors expresses change in function between public & office space, lightens effect of tower, & diverts wind's force from pedestrian area below. Aluminum spandrels also deflect downward drafts.

Among Stubbins' other designs are the State Street Bank (with F. A. Stahl & William Le Messurier) and the Countway Library of Medicine, Harvard Medical School.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. Architecture Boston, 1976, pp. 22-4, illus.
2. Hugh Stubbins, 1976, pp. 28-43, illus. & plans.
3. Codman Survey, 1973.

**INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE**

ADDRESS ON BLC BUILDING INVENTORY FORM:
556-624 Atlantic Avenue

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

Area Form No.
CBD BOS.1516

EXISTING STATE REGISTER DESIGNATIONS

DESIG CODE	DATE	NAME
none		

MAJOR CHANGES OR CORRECTIONS TO PAGE 1 BASE INFORMATION

Assessors Parcel ID: 0304340000
Assessors Address: 556 Atlantic Avenue
Date: 1972-74

ADDITIONAL ARCHITECTURAL DESCRIPTION

The Federal Reserve Bank complex occupies a full city block, with the main tower standing in the southwest corner and a low-rise 4-story section occupying the east and north sections of the site. The distinctive aluminum cladding reduces solar heat gain, and the projecting spandrels help to reduce glare and downdrafts. Unlike many office towers of its period, the tower's ground floor is set at-grade, so that the entrance level, plaza, and sidewalk are on a continuous plane.

The base of the tower contains a 2-story high, butt-glazed entry lobby surmounted by 2 aluminum-clad stories with a narrow band of continuous windows in the lower part, and a large-metal-clad projection over the entry area. The public entrance is offset in the west face of the lobby, with a pair of revolving doors encased in metal-clad, drum-shaped projections. A glazed link section, extending northward from the side of the tower, features a 1-story solid concrete base, surmounted by a vertical, glazed story, 6 sloped bands of glazing with aluminum piers, and a horizontal band of aluminum panels at the top.

The 4-story section to the east of the tower rises from a solid aluminum-clad wall on the first floor on all sides. At the back (east), the first floor projects towards Dorchester Ave and contains an entrance to an underground parking garage. The 2nd and 3rd stories cantilever over the ground floor on the Summer and Congress St sides, and the 4th floor opens to a roof garden on the east (Dorchester Ave) side. Horizontal bands of butt-glazed windows are located on the 2nd and 3rd floors along the south, east, and west elevations (Summer St, Dorchester Ave, and Congress St). Occasional security windows and services doors are located at ground level and along the Atlantic Avenue elevation of this building volume.

A small, irregularly shaped, free-standing structure at the east side of the parcel is a later addition. Two-stories high, it contains a security booth and loading docks and/or garage entrance bays on its south and north ends. It is clad in aluminum panels and has a curved glass façade with metal columns on its east (Dorchester Ave) side. The large setback area on the west (Atlantic Ave) side of the site incorporates raised and bermed planting areas, pre-cast and granite block walls, and decoratively paved plaza areas; a narrower setback area on the south (Summer St) side of the site is similarly elaborated. Halvorson Design Partnership was the landscape architect for this design; the firm has also designed Post Office Square Park in downtown Boston. Replacing the original, suburban-influenced park setting, the present landscape design for the Federal Reserve Bank was created to respond to post-9/11 security concerns while also addressing the property's lively urban design context.

The end piers of the tower contain service equipment such as elevators and wind bracing, with administrative functions set in-between. Banking operations are located in the low-rise block, with public spaces such as an auditorium and art gallery in the link structure.

ADDITIONAL HISTORICAL NARRATIVE

Established by Congress in 1913, the Federal Reserve System is the nation's quasi-public central bank. Its primary functions are to set monetary policy, supervise and regulate banking institutions, maintain a stable financial system, and provide financial services to the U.S. government, the public, and domestic and international financial institutions. Organized in 1914, the Federal Reserve Bank of Boston is one of 12 district banks across the country and serves the six New England states. Its first permanent location, an existing building at 53 State Street, was soon outgrown, and the Renaissance Revival structure at 22-42

Recorded by: W. Frontiero and L. Smiledge

Organization: BLC

Date: June 2009

Continuation sheet 1

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INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE

ADDRESS ON BLC BUILDING INVENTORY FORM:
556-624 Atlantic Avenue

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

Area Form No.
CBD BOS.1516

Pearl Street (BOS.1938) was built for the Federal Reserve in 1920-22. The current building was constructed between 1972 and 1974, and occupied by the bank in 1977. The site was previously occupied by commercial warehouses, and construction of this landmark building helped extend Boston's financial district and revitalize the South Station area.

Architect Hugh Stubbins (1912-2006) began teaching at Harvard in 1940, at the invitation of Walter Gropius, and soon established his own firm, Hugh Stubbins & Associates, in Cambridge. His prolific practice (more than 800 buildings) encompassed Modernist houses, academic and other institutional buildings, and commercial structures, including a number of prominent skyscrapers around the world. Among his best-known projects are Congress Hall (now House of World Cultures) in Berlin (1957), Veterans Stadium in Philadelphia (1971), the Federal Reserve Bank in Boston (1972-74), Citicorp Center in New York (1976-78), the Ronald Reagan Presidential Library in California (1991), and the Yokohama Landmark Tower in Japan (1993). Stubbins received an AIA Honor Award in 1978 for Citicorp and the AIA Firm of the Year award in 1967. *The New York Times* architecture critic Paul Goldberger has called the Federal Reserve Bank in Boston one of the city's best modern buildings, and a late 20th c guidebook declares it to be "a true landmark building in the modern mode conveying the power and poetry of high technology." (Miller and Morgan: 78). Stubbins was also a partner in the consortium that designed the notable State Street Bank Building at 225-245 Franklin Street (BOS.1745).

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Miller, Naomi, and Keith Morgan. *Boston Architecture, 1975-1990*. Munich: Prestel-Verlag, 1990.
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INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

ADDRESS ON BLC BUILDING INVENTORY FORM:
556-624 Atlantic Avenue

Area Form No.
CBD BOS.1516

SUPPLEMENTARY IMAGES and LOCATIONAL INFORMATION



Assessors Map



North elevation (Congress Street)



South and east facades (Summer St and Dorchester Ave.)

**INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE**

ADDRESS ON BLC BUILDING INVENTORY FORM:
556-624 Atlantic Avenue

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

Area Form No.
CBD BOS.1516

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☐ A ☐ B ☐ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by W. Frontiero

In 2009, although not yet 50 years of age, the Federal Reserve Bank of Boston is significant for its associations with the architectural and economic renewal of downtown Boston and its waterfront in the late 20th century, and for its important role in the financial industry of New England. The building is an outstanding example of late 20th century office design by a nationally-known architect, Hugh Stubbins, and maintains an iconic presence on the Boston waterfront.

When it reaches 50 years of age, the property will merit National Register designation for its significance under criteria A and C on the local and state levels. Additional research would be necessary to demonstrate national level significance in the context of Stubbins' work and the significance of this property relative to the nationwide building programs of the Federal Reserve during this period. At this time, more research would be necessary to determine whether there presently exists a sufficient body of scholarly research and evaluation of the building and its role in the context of the architecture and economy of the city, state, and nation for it to meet the threshold of exceptional significance of the national Register Criteria Consideration G, for properties less than 50 years of age.

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.1794
Historic Name:	Keystone Building
Common Name:	
Address:	73 High St 99 High, 225 Congress, 197-225 Purchase Sts
City/Town:	Boston
Village/Neighborhood:	Central Business District; Financial
Local No:	0304390000
Year Constructed:	c 1968
Architect(s):	Belluschi, Pietro S.; Morse, Carl A.; Roth, Emery and Sons
Architectural Style(s):	Not researched
Use(s):	Commercial Block; Parking Garage; Speciality store
Significance:	Architecture; Commerce; Economics
Area(s):	
Designation(s):	
Building Materials(s):	Roof: Tar, Built-up Wall: Marble; Concrete Unspecified; Stone, Veneer; Steel; Metal, Undetermined; Stone, Cut



The Massachusetts Historical Commission (MHC) has converted this paper record to digital format as part of ongoing projects to scan records of the Inventory of Historic Assets of the Commonwealth and National Register of Historic Places nominations for Massachusetts. Efforts are ongoing and not all inventory or National Register records related to this resource may be available in digital format at this time.

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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on:

Monday, January 11, 2016 at 5:28: PM

BOSTON LANDMARKS COMMISSION Building Information Form Form No. Area CBDADDRESS 73-103 High St. COR. 225 Congress St.
197-225 Purchase St.NAME Keystone Building
present originalMAP No. 24N/13E SUB AREA FinancialDATE 1968-70 Bldg. permit 10-2-68
sourceARCHITECT Pietro Belluschi &
Emery Roth & Sons N.Y.C. ""
sourceBUILDER Carl A. Morse, Inc. of Mass. N.Y.C. ""
sourceOWNER Keystone Centre Assoc., N.Y.C.
original presentPHOTOGRAPHS * 18 1/4 - 80TYPE (residential) single double row 2-fam. 3-deck tan apt.
(non-residential) stores & offices.NO. OF STORIES (1st to cornice) thirty-two plus ROOF flat cupola dormersMATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl
(Other) brick stone Travertine concrete iron/steel/alum.
Marble

BRIEF DESCRIPTION Polygonal modern office tower of steel frame construction with concrete fill over fluted metal deck; skin of bronze solar glass and light tan Italian Travertine marble. Structure distinguished by its connecting 3-sided window bays which rise from 3rd to top levels, and give building a corrugated appearance along with emphasizing its verticality. Softly rounded corners carry the eye around.

EXTERIOR ALTERATION minor moderate drasticCONDITION good fair poor LOT AREA 28,680 sq. feetNOTEWORTHY SITE CHARACTERISTICS Freestanding; adjusts to polygonally shaped site
formed by street pattern. Faces expressway.

SIGNIFICANCE (cont'd on reverse)

Structure located on fringe of Financial District, and helps to extend the Financial-Retail area into the South Station area. Significant in its pioneering use of Travertine marble, the architects state that it is the first time that this decorative marble has been used as facing for a building; ordinarily, it is for interior use. A total of 1400 tons of the stone were cut from a quarry near Rome for this building.

Moved; date if known _____

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	x	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community/	_____	Political	_____	Transportation	_____
development	_____				

Significance (include explanation of themes checked above)

Other notable Boston buildings by the prominent N.Y. firm of Emery Roth & Sons are the Leverett Saltonstall Building, Government Center, and New England Merchants Bank Building (with Edward L. Barnes). Pietro Belluschi designed the Boston Company Building in collaboration with Emery Roth & Sons, and Frank S. MacGregor House (with TAC) at MIT.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. Progressive Architecture, v. 50-3, July 1969, p. 34. illus.
2. Architecture Boston, 1976, p. 13.
3. Codman Survey, 1973.
4. 1971 World Almanac, p. 656.
5. Old Farmers Almanac, 1973, p. 668.
6. BPL Architectural Picture File:photos & news clippings.
7. Bldg. Dept. Records.

INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE

ADDRESS ON BLC BUILDING INVENTORY FORM:
73-103 High Street

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

Area Form No.
CBD BOS.1794

EXISTING STATE REGISTER DESIGNATIONS

DESIG CODE	DATE	NAME
none		

MAJOR CHANGES OR CORRECTIONS TO PAGE 1 BASE INFORMATION

Assessors Parcel ID: 0304390000
Assessors Address: 73 High Street
Common Address: 99 High Street

ADDITIONAL ARCHITECTURAL DESCRIPTION

The trapezoidal building is 8 bays (along Congress St) by 9 bays (along High St), plus three canted bays at each corner. Its two-story high base, with a double-height ground floor, is recessed behind deep, engaged piers and is enclosed with bronzed curtain-wall construction with clear glass and spandrel panels. Upper floors are uniform, except for ventilation grilles at the 18th floor. Bay windows wrap around the building corners and give an undulating appearance to the facades.

The main entrance to the office levels is centered on the High Street façade, and features a diagonal recess with glass doors and butt-glazed windows above. Sloped, fixed metal awnings are mounted above the storefront windows along Congress and Purchase streets. The Purchase Street elevation contains two asymmetrical loading dock bays and a service entry bay; the entrance to an underground parking garage is located in a projection on the south side of the building.

ADDITIONAL HISTORICAL NARRATIVE

The Keystone Building was constructed as headquarters for Keystone Custodian Funds, inc. a financial organization that was founded in 1932. Belluschi and Roth worked together on two buildings in the downtown area, 73-103 High Street (BOS.1794) and the Boston Company Building (BOS.1669; One Boston Place).

Pietro Belluschi (1899-1994) was an important educator and practitioner in the modernist and regional styles of architecture. His career began in Portland, Oregon, in 1925, with commercial, residential, and religious buildings, including such projects as the Portland Art Museum, Finley Mortuary, and Equitable Building, all in Portland. From 1951 to 1965, Belluschi served as dean of architecture and planning at MIT, while continuing to design religious, office, academic, and cultural buildings—more than 1000 in a 50-year career. Belluschi often collaborated with other firms, including Pier Luigi Nervi (St. Mary's Cathedral in San Francisco), Eduardo Catalano (Julliard School of Music and Alice Tully Hall at Lincoln Center), Walter Gropius and Emery Roth and Sons (Pan American Building in NYC), and SOM (Symphony Hall in San Francisco). In Boston, Belluschi also designed the First Lutheran Church at Marlborough and Berkeley streets (1959) and 99 High Street (1968; BOS.1794). The AIA awarded Belluschi its Gold Medal in 1972.

Emery Roth & Sons was established in 1938 by the eponymous architect (1871-1948), and included his sons Julian (1901-1992) and Richard (1904-1987). In the first half of the 20th century, Roth was renowned for his large, fashionable apartment houses and hotels in New York City. After World War II, the well-known and prolific firm concentrated on large corporate office towers as well as luxury hotels and apartment complexes. Prominent projects from this period include the Look Building, General Motors Building (with Edward Durrell Stone), Pan Am Building (with Walter Gropius and Pietro Belluschi), Colgate-Palmolive Building, Sperry Rand Building, Citigroup Center (with Hugh Stubbins & Associates), and World Trade Center (with Minoru Yamasaki). In Boston, Emery Roth & Sons also designed the Saltonstall Building on Cambridge St (BOS.1616) and worked on the New England Merchants Bank at 28 State St with Edward Larrabee Barnes (BOS.2000).

Distinctive for its consistent, undulating façade and its use of marble as a cladding material, the building is also prominently sited along the Rose Kennedy Greenway. Although designed by two very prominent architects, the Keystone Building is not

Recorded by: W. Frontiero and L. Smiledge

Organization: BLC

Date: June 2009

Continuation sheet 1

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MASS. HIST. COMM.

INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE

ADDRESS ON BLC BUILDING INVENTORY FORM:
73-103 High Street

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

Area Form No.
CBD BOS.1794

considered by the standard references to be a major work by either firm. The building is not currently recommended for individual listing due to its age, but it should be reconsidered when it reaches 50 years of age.

BIBLIOGRAPHY and/or REFERENCES

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INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

ADDRESS ON BLC BUILDING INVENTORY FORM:
73-103 High Street

Area Form No.
CBD BOS.1794

SUPPLEMENTARY IMAGES and LOCATIONAL INFORMATION



Assessors Map



Ground floor detail – High Street



Greenway (southeast) and Congress Street (northeast) facades

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.1829
Historic Name:	Kneeland Street Steam Heating Plant
Common Name:	
Address:	155 Kneeland St
City/Town:	Boston
Village/Neighborhood:	Central Business District; Wholesale
Local No:	
Year Constructed:	
Architect(s):	Bigelow, Wadsworth, Hubbard; Smith
Architectural Style(s):	Not researched
Use(s):	Power House
Significance:	Architecture; Community Planning; Engineering
Area(s):	
Designation(s):	
Building Materials(s):	Wall: Brick

Digital Photo
Not Yet
Available

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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
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This file was accessed on:

Monday, January 11, 2016 at 5:33: PM

USGS BOSTON 1829 SPTC

ADDRESS 155 Kneeland St. COR. _____NAME Kneeland St. Steam Heating Plant
present originalMAP No. 24-13, 24-12 SUB AREA wholesaleDATE 1929-30
source

(Photo)

ARCHITECT Bigelow, Wadsworth, Hubbard & Smith
sourceBUILDER _____
sourceOWNER Boston Edison
original present

PHOTOGRAPHS _____

TYPE (residential) single double row 2-fam. 3-deck ten apt.
(non-residential) POWER PLANTNO. OF STORIES (1st to cornice) _____ plus TOWERSROOF FLAT cupola dormersMATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl
(Other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION

Red brick 125 foot tall plant with twin 250 foot stacks..

EXTERIOR ALTERATION minor moderate drasticCONDITION good fair poor LOT AREA _____ sq. feet

NOTEWORTHY SITE CHARACTERISTICS _____

SIGNIFICANCE (cont'd on reverse)

Built in 1930, this highly visible twin-stack plant was Boston's first central steam plant.

(Map)

Moved; date if known _____

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community/	_____	Political	_____	Transportation	_____
development	_____				

Significance (include explanation of themes checked above)

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

CENTRAL ARTERY/THIRD HARBOR TUNNEL PROJECT
Updated Survey of Historic Resources

155

Kneeland St.

CBD

Kneeland St. Steam Heating Plant

LOCATION:

Map Number: 24-12, 24-13

Subarea: South Bay/Fort Point Channel Area

Corridor: primary

NATIONAL REGISTER STATUS**INDIVIDUAL STATUS:**☐ Individual NR-Listed☐ Individual DOE☒ Individual NR-Eligible
determined by MHC 4/18/90**DISTRICT STATUS:**☐ In NR District☐ In DOE District☐ In NR-Eligible District

Name of District: None

BOSTON LANDMARKS COMMISSION STATUS:

Landmark Status: None

Survey Category: n/a

BLC District: None

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.1792
Historic Name:	MBTA Operations Center Power Substation
Common Name:	
Address:	45-49 High St opp. 265-245 Purchase St
City/Town:	Boston
Village/Neighborhood:	Central Business District; Financial
Local No:	
Year Constructed:	
Architect(s):	Fuller, George A. Company; Jackson and Moreland; Weinzapfel, Leers
Architectural Style(s):	Not researched
Use(s):	Other Rail Related; Power House
Significance:	Architecture; Engineering; Transportation
Area(s):	
Designation(s):	
Building Materials(s):	Wall: Brick; Concrete Unspecified



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Monday, January 11, 2016 at 5:33: PM

BOSTON LANDMARKS COMMISSION Building Information Form Form No. Area GBDADDRESS 3 45-49 High St OPP. Between 265 & 245
COR. Purchase StNAME (T) Operations Center
present originalMAP No. 24N/13E SUB AREA FinancialDATE 1969 Bldg. permit 6-23-1969
sourceARCHITECT Jackson & Moreland " "
sourceBUILDER George A. Fuller Co.
sourceOWNER MBTA
original presentPHOTOGRAPHS *26 3/2TYPE (residential) single double row 2-fam. 3-deck ten apt.
(non-residential) power substationNO. OF STORIES (1st to cornice) five plusROOF flat cupola dormersMATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl
(Other) brick brown stone concrete iron/steel/alum.

BRIEF DESCRIPTION

Modern brick structure with windowless facade, and recessed entry gained by ramp leading across facade. Purchase St. facade similar.

EXTERIOR ALTERATION minor moderate drasticCONDITION good fair poor LOT AREA 8435 sq. feetNOTEWORTHY SITE CHARACTERISTICS Building has facade on opposite street.

SIGNIFICANCE (cont'd on reverse)

Non-contributory.

Moved; date if known _____

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community/	_____	Political	_____	Transportation	✓
development	_____				

Significance (include explanation of themes checked above)

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. Building Dept. Records.

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.RQ
Historic Name:	Readville Industrial Area
Common Name:	
Address:	
City/Town:	Boston
Village/Neighborhood:	Hyde Park; Readville
Local No:	
Year Constructed:	
Architect(s):	
Architectural Style(s):	
Use(s):	Industrial Complex or District; Other Engineering; Other Rail Related
Significance:	Architecture; Commerce; Engineering; Industry; Transportation
Area(s):	
Designation(s):	



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FORM A - AREA

Assessor's Sheets

USGS Quad

Boston South

Newton

Norwood

Area Letter

RQ

Form Numbers in Area

See Area Data Table

Massachusetts Historical Commission
 Massachusetts Archives Facility
 220 Morrissey Boulevard
 Boston, Massachusetts 02125



Readville Carshops, Industrial Drive: Overview

Sketch Map

Please see attached

Town Boston

Place (neighborhood or village) Hyde Park

Name of Area Readville

Present Use industrial, commercial, residential

Construction Dates or Period 1866 to late-20th c.

Overall Condition fair to good

Major Intrusions and Alterations some demolition and recent infill

Acreage approx. 215 acres

Recorded by VHA, MK, MKH, CMM

Organization The Public Archaeology Laboratory, Inc.

Date (month/day/year) July 1997

AREA FORM**ARCHITECTURAL DESCRIPTION X *see continuation sheet***

The Readville Industrial Area in Hyde Park is a roughly bow-shaped region comprising approximately 215 acres beginning at the former Readville Car Shops (MHC 11076; 11082; 12907-16, 1902) at the Dedham/Hyde Park border and continuing north toward Milton. The area ranges northeast-southwest along the line of the former New York, New Haven and Hartford Railroad (now Amtrak Northeast Corridor/MBTA Commuter Rail line). Most sites are concentrated in a corridor along Hyde Park Avenue between Wolcott Square to the southeast and Factory Street to the northeast, to include sites on Wolcott Street, Wolcott Court, Grantley Street, B Street, Eastern Avenue, and Factory Street. The area is bordered by the Neponset River to the northeast, and terminates just south of the junction of the Neponset River to the Mother Brook. There are several sites close to the northeast corner of Mill Pond and along the path of Mother Brook on River Street, Reservation Road, and Business Street. The area is characterized by masonry, concrete-frame, steel-frame, and timber-frame buildings constructed between 1866 and about 1950. Building types include foundries, machine shops, and warehouses. There are 23 contributing single buildings and five significant complexes, Standard Oil on Wolcott Street (MHC 12916, early 20th c.), the B. F. Sturtevant Blower Works on Damon Street (MHC 10903; 12893-96, 1903/1950/1956), the Becker-Brainard Milling Machine Co. Complex at 101 Business Street (MHC 12888-92, 1091 et. seq.), and the Prudential Fastener Complex at 50 Horne Street (MHC 12898, late 19th c.) and the Readville Car Shops on Industrial Drive (MHC 12907-12, 1902). The condition of the buildings in this area range from excellent to poor, with most in fair to good condition. The area has benefited from extensive adaptive reuse. The following descriptions move roughly counterclockwise from the south end of the area.

The Readville Car Shops (MHC 11076; 11082; 12907-16, 1902) occupy the southwest extreme of the area and consist of nine individual buildings. The westernmost building is the Drykiln (MHC 12907, 1902), a 1-story, steel-frame, 5-by-5-bay, rectangular building, resting on a concrete foundation, with masonry walls and a low-pitch, end-gable, built-up roof with a slight parapet with ceramic drain-tile flashing.

HISTORICAL NARRATIVE X *see continuation sheet*

Hyde Park was formed in 1868 from land belonging to Dorchester, Dedham, and Milton and named by an English minister for the London park (Stott 1983 [*Hyde Park*]). Readville is one of the three topographical districts comprising the town of Hyde Park, the others being Fairmount, and the area north of Mother Brook (MHC 1980:1). Hyde Park is located in the valleys of two parallel watercourses, the Neponset River and Stony Brook. The earliest industrial development in Readville clustered around Mill Brook. Paper mills and textile mills such as the one operated by the Dedham Cotton Manufacturing Co. at 1576-1608 River Street (MHC 11076, 1866), now occupied by the Mother Brook Trust, were two early industries to locate in Hyde Park. The Neponset supplied most of the town's industrial waterpower. The digging of Mother Brook during the 1630s to link the Neponset with the Charles River, supplied additional water power and was responsible for the early industrial development of Readville (MHC 1980:5). However, the power potential of Mother Brook was not greatly exploited until the mid-19th century (Stott 1983 [*Dedham Manufacturing Company Cotton Mill/Manchaug Manufacturing Co*]).

The Hyde Park area remained a sparsely settled and developed area until the mid-19th century. When residential development did begin during that decade, most of it was concentrated on Fairmount Hill located just to the southwest of the boundaries of the Readville area. The organizers of Hyde Park, known as the "Twenty Associates" were Boston mechanics, workers, and small business people, thus accounting for the industrial character of development in Hyde Park (Stott 1983 [*Hyde Park*]).

BIBLIOGRAPHY and/or REFERENCES X *see continuation sheet*

- Boston Landmarks Commission. *The Readville Carshops*, Boston, MA, 1980.
 Massachusetts Historical Commission. *MHC Reconnaissance Survey Report*, Boston, MA, 1980
 McAlester, Virginia and Lee. *A Field Guide To American Houses*, New York: Alfred A. Knopf, 1993.
 Stone, Orra. *History of Massachusetts Industries, Their Inception, Growth, and Success*. Boston, 1930.
 Stott, Peter. "A Guide to the Industrial Archaeology of Massachusetts: Middlesex, Norfolk and Suffolk Counties," unpublished manuscript and papers, Boston: Massachusetts Historical Commission, 1983.

X Recommended for listing on the National Register of Historic Places. If checked, you must attach a completed National Register Criteria Statement form.

INVENTORY FORM CONTINUATION SHEET**Community:**
Hyde Park**Property Address:****Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125****Area(s)**
Readville**Form No.**
See Area Data Sheet**ARCHITECTURAL DESCRIPTION (*continued*)**

The building is divided into five sections north-to-south, marked by raised sections on the roof. The main entrance is a centrally located single door, now blocked, in the north elevation in a 2-bay, wood-frame, shed-roof addition (late-20th century). Above this addition is a slightly smaller wood-frame, end-gable extension (late-20th century). There are five service entrances located on the east elevation consisting of five, full-height, roll-up, metal garage doors. Rectangular window openings are blocked by plywood panels. The east elevation contains small, wood-frame, storage-bin additions (late-20th century), and to the south a 1-story, wood-frame, shed-roof extension (late-20th century). The building is in fair condition and is used for lumber storage.

East of this building is the former engine room/boiler room of the Power Station (MHC 12910, 1902), a 2-story, steel-frame, 4-by-5-bay, rectangular building, resting on a stone foundation, with masonry walls and a flat monitor roof. The monitors divide the roof into two sections north to south; the north monitor is no longer extant. Engaged piers mark the bays on the east and west elevations. A long, 1-story loading dock is located on the north elevation and protected by a corrugated-metal, shed-roof canopy. Windows are located on the north and south elevations and consist of rectangular sash (now blocked) in segmental-arch openings, arranged in threes on the second story, and in pairs on the first. To the east of this building is a brick smokestack, with a complex chamfered square base which changes shape to the tapered, round stack. The building is in fair condition, and is typical of turn-of-the-century small steam power plant design.

Northeast of this building are the ruins of a Machine Shop and Wood Mill (MHC 12908, 1902), a rectangular, masonry building, resting on a brick foundation with the remains of a steel-frame, gable roof. Windows are multi-pane, double-hung, wood sash, set in wide, segmental-arch openings. There are two riveted, sectional-sheet-iron, smokestacks remaining. At the northwest corner of the original building there is a short section of brick running east-west. Remaining on the roof are two, metal cyclone dust collectors atop steel-framed, corrugated-metal-clad hoppers.

South of this is the former Wheel Machine Shop (MHC 12911, 1902), a rectangular, masonry-and-steel-frame building, resting on a raised concrete foundation with a flat, built-up roof. The elevations feature a decorative brick-work scheme including piers, corbeled panels, and arched hood moldings. The east elevation contains multiple, segmental-arch, railroad-car openings. A 1-story brick addition (mid-late 20th century) with a shallow-pitched shed roof and metal, roll-up garage door extends west. The building is in fair condition, and expresses the spare, brick decorative program common to most buildings in the complex. Northwest of these remains is the remaining wall of the Tin Shop. Only the south wall of the formerly rectangular structure remains and shows it to have been a 1-story masonry structure resting on a brick foundation. The eastern half of the wall supports long, wood-frame, shed-roof addition, the western half is an open, raised loading dock with a 2-story, concrete-block, shed-roof tower. Segmental-arch window openings are filled in with concrete block.

West of this structure is the Oil House (MHC 12909, 1902), an unadorned, rectangular, 1½-story, masonry-and-steel-frame building resting on a concrete foundation and with an asphalt-shingle gable roof. A replacement, roll-up metal garage door is centered on the facade (N). The blocked window openings are rectangular with thick concrete sills and lintels. The building is in fair condition.

At the eastern end of the area is the former Erecting Shop of the New York, New Haven and Hartford

INVENTORY FORM CONTINUATION SHEETCommunity:
Hyde Park

Property Address:

Massachusetts Historical Commission
 Massachusetts Archives Facility
 220 Morrissey Boulevard
 Boston, Massachusetts 02125

Area(s)
 Readville

Form No.
 See Area Data Sheet

ARCHITECTURAL DESCRIPTION *(continued)*

Railroad, now the Burtman Iron Works at 31 Industrial Drive (MHC 12912, 1902). The rectangular building is of masonry-and-steel-frame construction, resting on a brick foundation, with a multiple-gable roof of corrugated metal and asphalt shingle containing ten long, north-south monitors with intervening flat-roof sections, all with ceramic, drain-tile flashing. To the west is a concrete-block addition with multiple roll-up doors. The south side of the building contains a full-length, 4-by-21-bay, 2-story administrative block with a hipped, asphalt roof. The elevations are marked by brick corner piers and a corbeled cornice, and six piers on the west elevation. Window openings are covered, but contain thin, quarry-faced stone lintels and thick quarry-faced stone sills. The entrance to this section is centered on the west elevation. Although modified for adaptive reuse, the building is in fair condition and expresses both its distinct fabricating and administrative functions.

Separated from the remaining buildings by an embankment and connected underground by an underground railroad tunnel through the former New York, New Haven, and Hartford Railroad's Midland Division, and now MBTA Commuter Rail Franklin Branch Embankment, is the J. Baker, Inc. Building at 65 Sprague Street (MHC 11082, 1902). The building is a massive, rectangular, 2-story, 6-by-42 bay, timber- and steel-frame, flat-roof structure resting on a concrete foundation and clad in brick. A 2-story, rectangular, masonry addition extends from the west bay of the south elevation. Clad in corrugated metal, the ell rests on a concrete foundation with a flat roof. The first floor of the ell is constructed of scored concrete and concrete block. Elevations are marked by brick piers with corbeling at the top of the bays. A stepped parapet is on the east and west elevations. Two entrances are centered in the east elevation and consist of corrugated, flat-roof hoods protecting double, glass-and-aluminum doors reached by concrete steps. Loading bays are placed throughout the south elevation. Large, almost full-bay, square window openings contain replacement, fiberglass lights with concrete sills. This building is in good condition, is the largest building in the complex, and is large for its construction type. The large ground-floor bays are expressive of its original function as a repair shop for railroad cars.

Further north, adjacent to the J. Baker, Inc. Building at 65 Sprague Street (MHC 11082, 1902) is the Sterling Corrugated Box Co. Building at 91 Sprague Street (MHC 12914, 1902). It is a rectangular, 1-story, 8-by-16-bay, flat-roof building, with a brick-and-concrete foundation and masonry walls. The building is divided into three sections. A 1-story, shingled office ell is attached to the southeast corner. The main entrance is located in the office portion of the building at the southeast corner of the south elevation and contains a single steel door. Five truck bays are placed on the east elevation and contain wood roll-up doors. Four similar bays are also located on the west elevation. The northeast corner of the building contains loading docks; and eight loading docks with metal roll-up doors under transom windows are in the south elevation, protected by metal, shed-roof awnings. Window openings in the office portion of the building are rectangular, and filled with glass block on the east elevation. The building is in good condition, and like the J. Baker, Inc. Building (MHC 11082, 1902), its wide bays and full-length roof monitor are expressive of its function as a railcar workshop.

The Readville Car Shops Complex (MHC 11076; 11082; 12907-16, 1902) is an unusual example in New England of a railroad shop complex, in this case constructed by the New York, New Haven, and Hartford Railroad for freight and passenger car construction and maintenance functions. The complex is architecturally united by its use of brick with stone and concrete detailing and building massing. Although some buildings have been demolished or altered, the complex retains sufficient integrity in its parts to express its architectural program, and as a whole to convey its design as a group of functionally

INVENTORY FORM CONTINUATION SHEETCommunity:
Hyde Park

Property Address:

Massachusetts Historical Commission
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interdependent facilities. It is the only surviving historic railroad shop complex in the city of Boston, and one of several of this type of resource remaining in New England.

Northeast of the J. Baker, Inc. Building at 65 Sprague Street (MHC 11082, 1902), the complex located at 50 Horne Street, Prudential Fastener (MHC 12898, late-19th c.) consists of three individual buildings arranged in a "C" and intersected by Horne Street. The 3-by-10-bay rectangular buildings are of brick masonry construction, rest on concrete foundations, with flat, built-up roofs, and are of 1- to 2-stories. The elevations are marked by slightly stepped-out buttresses and have aluminum flashing at the rooflines. The southern building contains an entrance on the southeast elevation consisting of a single-light replacement door. There is also a roll-up door located on this elevation. Windows are rectangular, aluminum, fixed-sash arranged in a combination of single and double pane. The center building features the main entrance in the southeast elevation and a roll-up door also located on this elevation. Window openings are bricked-in on the southeast and southwest elevations. The northern building contains a single steel door and a roll-up metal door on the southwest elevation. These buildings are in fair condition, and are minor examples of masonry warehouse structures.

Further northeast, off Hyde Park Avenue is Frank Kunkel & Son Hammered Forgings (MHC 12915, 1883) located on Wolcott Court. The building is a rectangular, 1-story, 1-by-13-bay, masonry-and-steel-frame building, with a gable roof. The elevations are articulated by brick piers placed between the bays. The main entrance is located on the west elevation and to the north of a large, metal, roll-up loading bay. Above this is painted "FRANK KUNKEL & SON HAMMERED FORGINGS ESTAB. 1883," arranged in three lines. Windows are rectangular, aluminum, fixed-sash, single-pane openings with bay-width concrete sills and lintels. The south elevation of the structure has been modified to an office building appearance, with a metal, standing-seam shed-roof over the entrance consisting of double metal-and-glass doors, skylights, and replacement windows. To the south of this structure is a 1½-story, end-gable building, clad in corrugated metal with an asphalt-shingle roof. An entrance is located on the south elevation along with a large, metal roll-up door. An additional roll-up door is located on the west elevation. The last two bays on the east elevation are smaller and contain a standing-seam metal roof. The building has been extensively modified and derives most of its remaining character and association from the painted FRANK KUNKEL sign.

To the east is the Standard Oil Co. Depot Complex (after 24 Wolcott Street) (MHC 12916, early 20th c.). The complex consists of six rectangular and masonry-and-steel-frame buildings on the north side of Wolcott Street. The main building, at the southwest corner of the site, is a 2-story, 3-by-3-bay building with a 1-story, shed-roof ell to the west. The main entrance is on the facade (E) and contains a massive concrete sill and lintel over bay-width doors. Above the entrance is a beam for a block-and-tackle hoist extending from the second floor with the opening boarded up. Windows are rectangular, 3/3 double-hung sash in segmental-arch openings with concrete sills. "STANDARD OIL CO." is painted on the south elevation. The second building in the complex, to the east, is a rectangular, 6-by-3-bay structure. A stepped brick parapet runs above the roofline. The main entrance is located in a shed-roof porch in the south bay of the west elevation. Three paneled roll-up doors are located in the three north bays of the west elevation. Windows are 6/6 double-hung sash, with concrete sills and lintels. A brick chimney is located at the west elevation. The third building, at the northeast corner, is a 4-by-1-bay building of timber-frame construction with a high concrete foundation with heavy piers, sheathed in ribbed metal, with a south-sloping shed roof. A brick chimney and service door are located on the east elevation. To

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the east of this building is a 1-story, concrete-block, shed-roof ell. The fourth building is located in the northern half of the complex. It is a brick, 3-by-2-bay, 1-story building. The main entrance is located in a larger central bay of the facade (S). The windows contain concrete lintels. A number "4" is painted on the facade. The fifth building is a smaller, end-gable, brick building with corbeled returns on the south elevation, located east of the fourth. The west elevation features a tall window with a concrete lintel above. The building has the number "5" painted on the lintel above the door. The sixth building is a 1-story, shed-roof, timber-frame building, with a stone foundation, at the northwest corner. Sheathed in ribbed metal, it is in very poor condition. Taken individually these are small, unremarkable examples of brick industrial buildings. Together, however, they comprise an unusual, intact example of an early-20th century urban industrial petroleum depot.

Continuing further north is the E.C. Morris Safe Co. Building at 1693-1715 Hyde Park Avenue (MHC 10984, 1893). The building contains two components connected by a party wall. The south section, Worth Filing and Storage Specialists, is a rectangular, 15-by-12-bay, masonry building with a flat roof. There are two loading docks with paired, metal roll-up doors on the east elevation. The segmental-arch window openings have been bricked in on all elevations and contain concrete sills. The section is relatively unremarkable, except for a 2-story, square tower at the southwest corner of the building. The Orleans Packing and Shipping section is rectangular with 14 bays. A 10-by-5-bay extension is located at the northwest corner. The main entrance contains a single-light, wood-frame door in the east elevation of the northwest addition. Rectangular window openings in this section contain steel, multi-pane sash on the north elevation, and have been bricked over on the east elevation. The west elevation contains a raised concrete rail dock with deep bracketed awnings. This sprawling multi-component building is in fair condition and is a typical example of a late nineteenth-century brick industrial building, with details such as window shape, brick trim, and eaves similar to other buildings in the area.

North of this building, the Boston Woodworks Building at 1666 Hyde Park Avenue (MHC 12905, ca. 1950), is a rectangular, 2-story, steel-frame building, resting on a stone foundation with corrugated-metal siding, resting on a stone foundation. The building comprises three Quonset huts joined lengthwise, with their widths to the street. There are two entrances, the first is centered in the facade (W) and consists of a single door with simple surrounds reached by concrete steps. The second entrance is located in the south bay of the west elevation. There is a loading bay located on each outside bay consisting of a raised truck dock with roll-up, panel doors. There is a small roll-up door in the east bay of the north elevation and another roll-up in a shed-roof addition at the east end of the north elevation. This building is in good condition, and is an unusual example of a Quonset hut used for an industrial function. The triple-arch, siamesed-roof construction is highly unusual.

Continuing north, Royal Finishing at 1667 Hyde Park Avenue (MHC 12906, mid-to-late 20th c.), is a building consisting of three distinct components, resting on concrete foundations, with flat, built-up roofs. The primary structure, located along Hyde Park Avenue is a 2-story, 3-by-5 bay, masonry-and-steel-frame building. The central section is a low, 1-story, 9-bay-long building, clad in corrugated metal with brick and concrete-block shed additions to the north. The western block is a high, corrugated-metal-clad building with bands of multi-pane windows along the roofline, similar to the addition at Metropolitan Motors/Hyde Park Truck Repair at 1661 Hyde Park Avenue (MHC 12904, mid-to-late 20th c.). The main entrance, centered on the east elevation, is reached by concrete steps. A loading dock with a wood-paneled, roll-up door is located in the north bay of the east elevation. One metal roll-up door is recessed

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in a loading dock in the east elevation of the northern shed addition. Windows on each section are rectangular, awning-type steel sash. This structure is in poor condition and is an unremarkable example of mid-to-late 20th-century industrial construction.

Continuing north, Metropolitan Motors/Hyde Park Truck Repair at 1661 Hyde Park Avenue (MHC 12904, mid-to-late 20th c.) is a rectangular, 2-story, 5-by-5-bay, masonry and steel-frame building, with a flat, built-up roof, resting on a concrete foundation, and clad in concrete block. A 1-story addition projects to the west. The main entrance is recessed in the south bay of the east elevation protected by an awning supported by steel rods. An additional entrance is located in the north elevation and consists of a glass-and-aluminum door. Two service entrances with roll-up doors are located in the north elevation, with another in the west elevation, and a fourth in the north elevation of the rear ell. Rectangular openings contain steel-sash, awning windows, with the original multi-pane configuration. These are arranged in a band at the roofline of the north elevation in the ell, similar to the western block of Royal Finishing at 1667 Hyde Park Avenue (MHC 12906, mid-to-late 20th c.). This structure is in fair condition and is an unremarkable example of early- to mid-twentieth-century industrial construction.

Continuing north the Hub Steel & Iron Works Building at 1660 Hyde Park Avenue (MHC 12903, mid-to-late 20th c.), a building containing three components. The first is a 5-bay, 3-story, concrete-and-steel-frame portion with a flat roof and concrete foundation. Windows are multi-light, awning-type, steel sash. Attached to the south, is a structural-steel traveling crane with a sign reading "HUB STEEL & IRON WORKS STRUCTURAL STEEL ORNAMENTAL IRON," in two lines. Underneath the crane are massive, paired, steel-panel doors, accessing an interior crane way. A 1-story, flat-roof addition extends about half the length of the east elevation with full-height steel-panel doors on the south elevation. West of this portion of the building is a brick, 2-story office block separated from the 3-story block by a full-length, 1-story, concrete-block extension. This portion is relatively unadorned with rectangular window openings with concrete sills containing two, 3-light, awning-type, steel sash and the remaining openings blocked. North of these two sections is a comparatively larger, rectangular, 2-story component of steel-frame construction clad in corrugated plastic siding. This portion is relatively plain, with one, 9-light window in the south elevation. East of this block is a raised addition. The Hub Steel & Iron Works Building is in fair condition, and an example of a steel fabrication works building shaped by the growing needs of operation.

Further north is the Fraternal Order of Police Building at 1620 Hyde Park Avenue (MHC 12902, late 19th c.). The 2-story, 12-by-4-bay, masonry building is slightly L-shaped with a flat, built-up roof, resting on a brick foundation. A 8-by-4 bay, 1-story, flat-roof ell is placed to the east, comprising the rear of the building. This ell has a concrete-block extension to the south, composing the base of the "L". An entrance is located in the west end of the south elevation consisting of a metal door, another is placed in the south elevation and consists of two wood, roll-up doors, and a third containing double wood doors is located in the south elevation of the concrete-block addition. Windows are rectangular, wood, double-hung sash, with brick sills and splayed lintels; many have been filled with brick. A square, corbeled smokestack is located at the northwest corner of the building. This is an unremarkable, small industrial building, and is in fair condition.

North of the Fraternal Order of Police Building at 1620 Hyde Park Avenue (MHC 12902, early-20th c.), the building opposite 1605 (MHC 12901, mid-to-late 20th c.) is a rectangular, 4-bay, 2½-story, steel-

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frame, end-gable building resting on a concrete foundation, sheathed in corrugated-metal siding with a corrugated-metal roof. A 2-by-3-bay, 2-story addition with a flat-roof extends northwest. The main entrance, consisting of a metal door, is located on the facade (W). An additional entrance is placed in the south elevation of the northwest addition and consists of a metal replacement door with one fixed light. A large, metal, roll-up door is also centered on the facade. The building has wood trim, with rectangular, awning-style, steel-sash windows located only on the northwest addition. This is an unremarkable, small industrial building, and is in fair condition.

Slightly north, on the opposite side of the street, is former New England Bedding Co. now Atlantic Broom Service at 1605 Hyde Park Avenue (MHC 12900, 1918). The rectangular, 3-story, reinforced-concrete building is 8-by-4-bays, resting on a concrete foundation, with brick and concrete-block walls, and a saw-tooth, built-up roof. A 4-by-2-bay extension centered on the rear (W) elevation is higher than the rest of the building. The main entrance is placed in the third bay from the north on the facade (E) in a cast concrete classical entrance with original wood double doors, topped by a 2-light transom, and flanked by 4-pane, steel-sash windows. Another entrance, located at the southeast corner consists of a molded hood over an original wood-frame door. Two truck docks are located on the south elevation. The north elevation contains a centered chain-fall hoist beam and metal 2-leaf doors on the second and third stories. Windows are rectangular, aluminum, double-hung sash, most have been bricked on the east and north to accept smaller, vertical replacement windows. The cornice on the facade is sheathed in metal flashing. The southeast corner of the building has a concrete stair tower. Southwest of the building is a 1-story, corrugated-metal shed. The building is in fair, altered condition, and is unusual in Readville as a multi-story reinforced-concrete-frame structure, an industrial building type otherwise common in the Boston area.

Continuing north, the Hot Top Pavements, Inc. Building at 1590 Hyde Park Avenue (MHC 12899, late 19th c.) is a long rectangular, masonry, 1-story, side-gable building, with an asphalt-shingle roof. The building is blank on the street (W) elevation. At the north elevation, a smaller, gable-roof block has been added. The east elevation contains a raised brick parapet. The south elevation is clad in vinyl siding. The main entrance is located in the south elevation and consists of a single metal door. This building is in good condition, and is unusual for its long, narrow proportions and may have served as a garage or stable for an earlier tenant.

North of this building is the Compressed Steel Shafting Building at 1575-1587 Hyde Park Avenue (MHC 10982, 1919). The rectangular, masonry-frame, 9-by-2-bay, 2-story building has brick walls with concrete trim, and rests on a concrete foundation with a flat, built-up roof. North of the original section of the building is a 1-story, 3-bay office addition (mid-to-late 20th century) with a corbeled brick cornice. The addition rises to the level of the original south portion, and rises again to meet the higher, modern Boston Police Central Supply addition to the north. The main entrance is located in the south office block and contains a metal door reached by four concrete steps. An additional entrance contains painted steel doors with two fixed lights in the north bay of the office block, modern roll-up doors are used as service entrances in the office block, the south elevation, and in the east elevation. Windows in the main section contain the original, multi-pane, steel-sash on the second story. The office portion contains segmental-arch openings, bricked in on the south elevation. This building is in good, altered condition, and is one of the larger metalworking structures that survive in the Readville area.

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Further north is the American Tool and Machine Building at 1415-1419 Hyde Park Avenue (MHC 10981, 1881). The H-shaped, 18-by-10-bay, 4-story, masonry building, has a flat, built-up roof with monitor windows, and rests on a brick foundation. The building is characterized by full-height, recessed, round, brick arches, containing paired window openings. Between the arches, the elevations are marked by brick piers, giving a Romanesque-revival appearance to the building. All have quarry-faced granite sills and lintels. Windows are replacement, aluminum, awning-type steel sash. To the west is a 1-story, concrete-block, corrugated-metal-clad building (mid-to-late-20th century) attached at the west. In the north elevation the original arched opening was partially bricked in to accommodate a semicircular, blue, plastic awning sheltering a replacement, painted metal door. Above this is "AMERICAN TOOL AND MACHINE CO.," with a floral surround. A brick corbeled parapet contains copper coping. A service entrance containing a single metal roll-up door set into a larger loading bay is located in the south elevation. Currently used by the Acme Industrial Equipment Co., this building is in good condition and is unusual in Boston as an excellent example of the basilica-form-derived, Romanesque detailed, industrial architectural solutions of the middle of the last quarter of the nineteenth century.

Slightly southeast of the American Tool and Machine Building at 1415-1419 Hyde Park Avenue (MHC 10981, 1881) is the Hyde Park Masonry Supply Building at 8 B Street (MHC 12887, late 19th c.). The rectangular, 4-by-6-bay, 1-story, end-gable, masonry building has brick and concrete-block walls with concrete trim, resting on a brick foundation with a built-up roof. Dentils and corbeling detail the roofline. A concrete-block addition extends to the east. The main entrance on the south elevation consists of a bracketed brick hood protecting a single wood door. A service entrance contains a roll-up door in the north elevation. Two additional service entrances are in the east elevation. Segmental-arch window openings contain rectangular, aluminum awning-type sash with awning openings. The windows on the south elevation are partially bricked in. This building is in fair condition, and notable for its simple brick detailing.

Further north in the area is the Sterling Auto Body Building at 7 A Street (MHC 12886, mid-late 19th c.), a rectangular, 1-by-2-bay, 1-story, masonry building set upon a stone foundation with an end-gable, asphalt-shingle roof. The main entrance is located on the east elevation and consists of a plain wood frame with a recessed wood door. Rectangular window openings have been bricked in. The building is unusual for its rugged, quarry-faced, regularly-coursed, masonry construction.

At the northern area boundary, Parker-Danner Co. at 25 Factory Street (MHC 12897, 1943), is a rectangular, 1-to-2-story, masonry building with a 21-bay facade. A 16-by-3-bay monitor runs along the roof. A 1-story, flat-roof ell extends to the south with hip-roof skylights, and west of the ell, a 1-story, shed-roof extension extends south. The main entrance is east of center on the facade (N) and contains a wood awning and sign reading "Parker Danner Sales Service Rentals Since 1932" over a single, glass-and-aluminum door. An additional entrance in the east bay of the facade contains recessed, double glass-and-aluminum doors. A loading bay is located in the west elevation of the concrete-block ell with another loading bay centered on the west elevation in a 2-story block. Two additional loading bays with metal roll-up doors are located west of center on the facade. Rectangular wood windows have awning openings. Some openings have been filled with glass block and contain small awning-type windows. The three east bays of the facade project slightly and contain original awning-type steel-sash windows. A brick chimney is located at the east elevation of the shed-roof ell. Northwest of the building is a modern, rectangular, 5-bay, 1-story, metal-clad garage. The building is in good, altered condition, and is notable

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for its large, flat-roofed monitor which expresses its role as a manufacturing facility.

At the northwest corner of the area, the Dedham Manufacturing Co. Mills/Mother Brook Trust at 1576-1608 River Street, (MHC 11076, 1866), is a 33-by-5-bay, 2- to 3-story, roughly rectangular, flat-roof building with brick masonry walls resting on a stone foundation. The building is composed of three blocks, a central, 3-story, 17-bay, rectangular portion with a projecting full-height, 1-bay, hip-roof, glass entrance vestibule centered in the rear (S). At the west is a 3-story, 9-by-5-bay, rectangular block connected by a 4-story, recessed stair tower to the central block. The main entrance is contained in the stair tower and consists of a recessed opening with an awning protecting a replacement wood door. East of the central block is a 2-story, 7-by-6-bay, shallow-gable, rectangular block with a segmental-arch entrance and a loft entrance above in a rectangular opening, both no longer used. Projecting east from this is a 1½-story, 4-bay, flat-roof ell. Windows are rectangular, 12/12 double-hung sash, with stone sills in segmental-arch openings. The building is an example of an adaptive reuse of an older industrial building for residential purposes and is in excellent condition, and is an unusual example of an intermediate-size, post-Civil War-era textile mill in Readville and in Boston.

Continuing southeast is the Pruyn and Bilodeau/Dorchester Brass and Aluminum Foundry Building at 1550 River Street (MHC 12913, 1912) occupying a wood-frame building composed of three sections. The main section is a 2-story, rectangular, 10-by-20-bay, shallow-gable building with a monitor running the length of the roofline. Projecting north and south of this are 1-story, rectangular, shed-roof extensions clad in wood clapboard. Entrances are located east of center in the north extension and west of center in the south extension and contain a shed-roof hood protecting a single, wood-and-glass replacement door. Windows are a combination of 6/6 wood, double-hung sash partially blocked by wood panels and square, single-pane replacement sash occupying blocked-in openings. Projecting east of this section is a 2-story, end-gable foundry building clad in corrugated metal, with a corrugated-metal roof and gable-roof monitor running the length of the ridge line. Window openings are similar in appearance to the first section with the addition of awning-type sash on the first floor. An entrance is placed in the north bay of the east elevation and consists of a shed-roof hood protecting a sliding, wood-panel door. The third component of the building, separate from the remaining portions, is a 1½-story, rectangular, wood-frame, hip-roof building, clad in wood-clapboards, with an asphalt-shingle roof. A single-bay, 2-story, shed-roof addition is on the southeast corner and is clad in asphalt paper. An entrance, consisting of a plain, wood-panel pull-up door is located north of this on the east elevation. Windows on the west elevation are 6/6 double-hung sash, with the remaining elevations blank. This building is in fair condition and is an unusual example of distinctive monitor-roofed foundry buildings which is unique to Readville and unusual in Boston.

Further south, at the corner of River Street and Reservation Road is the John T. Robinson & Co. Building at 1476 River Street (MHC 11073, 1888), occupying a 2-story, roughly L-shaped, building of six distinct components. The first, a 12-by-17-bay portion at the southwest corner contains the main entrance in the west bay of the south elevation, protected by a 1-bay, shed-roof porch and reached by wood steps. Also on the south elevation is a concrete loading dock with a rectangular truck bay, reached by metal steps. The building has a raised foundation of uncoursed stone under a stone plinth, and a corbeled cornice. Windows are rectangular, replacement, 1/1 double-hung sash, in segmental-arch openings with stone sills. Most have been covered over. The second component is attached to the first portion at the southeast corner and is an 11-by-6-bay, 2½- to 3-story block. The east elevation contains a raised basement story,

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with half-height, segmental-arch windows, now covered over. The remaining windows are similar in appearance to those of the first section, with some 2/2 double-hung sash. Recessed from the roofline is a 1-story addition comprising a third story, sheathed in asbestos shingle with a low-pitched gable roof and rectangular windows, now blocked. The north elevation contains a full-length loading dock, with a centered, 1-bay, roll-up door. An additional entrance is located in the basement story at the northeast corner and contains a single door with wide wood trim. The fourth section, north of the third portion, is a 1-story, flat-roof brick building, a mid-to-late-20th century addition to the building, attached by a shed-roof hyphen. An entrance located in the east bay of the north elevation consists of a narrow, full-length hood protecting a single door with a single-pane transom. Windows are 4-pane, awning-type, metal sash with metal trim. The fifth portion is attached to the main portion at the northeast corner and is a rectangular, 1-story, 4-by-7-bay component. The entrance is located in a partially-blocked, segmental-arch opening in the east elevation and consists of a single, metal door. Windows are blocked, rectangular sash in segmental-arch openings. The building has a corbeled cornice similar to the main portion's. The sixth component is attached to the main portion at the east elevation and is an L-shaped, 1-story, wood-frame, flat-roof building. A 1-story ell projecting north forms the arm of the "L". This building is in good condition and illustrative of growth of an industrial building in response to changing needs.

Continuing further east is the Becker Brainard Milling Machine Co. Complex, at 98-104 Business Street (MHC 12888-92, 1901 et. seq.). Four buildings comprise the complex. The main building, at the north end of the site, is a wood-frame building, resting on a raised brick foundation with shallow-pitched, built-up, gable roofs. This building contains four components, the original section, extending north of center is a sprawling, 1- to 3-story timber-frame building sheathed in wood clapboards with a shallow-pitch gable roof. South of center in a 3-story, projecting block is a classical entrance with Doric pilasters, a recessed arch, and volute-shaped brackets protecting double wood doors. On either side of the entrance block are 2-story extensions, the south extension is 12-bays long and contains paired, replacement, 1/1 double-hung sash. Attached to the northwest corner of this block is a gable-roof, timber-frame barn. The north extension is a blank elevation, except for two groups of five, replacement, 1/1 double-hung sash on the southern half. The roof over this section contains monitors. The south-most component of the main block is a 6-by-13-bay, brick, 2-story, shallow gable roof with a brick, 1-story truck dock on the east elevation. The elevations are articulated by brick piers, granite window sills and corbeling. There is a fire door on the second story of the north elevation leading to a fire escape.

South of this block is a 1½-story, wood-frame, 13-by-4-bay, asphalt-shingle, hip-roof Office Building (MHC 12889, early-mid 20th c.) clad in wood shingle with wood trim. Projecting northeast is a small, 1-story, shed-roof guard shack. The main entrance is located on the facade (N) offset to the west with a 1-bay, end-gable, multi-light vestibule protecting a multi-light interior door. Secondary entrances are centered on the east and west elevations in end-gable vestibules. Windows are rectangular, 6/6 wood, double-hung sash with a hip-roof dormer on the east and west elevations. East of this building is a 1-story (oversized) Storage Building (MHC 12890, late-20th c.) with a raised concrete foundation sheathed in corrugated metal. The east elevation contains a loading bay protected by a shallow gable roof. West of this building is a 1-story (oversize) steel-frame Shop Building (MHC 12891, mid-20th) with full-facade, steel-frame, sash windows for illumination.

The fourth building is located across the street to the east at 101 Business Street (MHC 12892, early-mid

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20th c.), and is a 1-story, rectangular, 3-by-5-bay, wood-frame, side-gable building, with a stone foundation, clad in stamped tin shingle with a wood cornice and brackets. The main entrances are centered on the facade (S) and contain plain, shed-roof hoods protecting plain doors reached by cement steps. In between these entrances, centered on the facade, is a loading bay with a metal, roll-up door protected by a shallow-pitched gable hood with paired brackets. Windows are rectangular, 9/9 wood, double-hung sash, paired on the south and west elevations. A brick chimney has been placed on the southeast corner. On the east elevation is a 1-story, rectangular, wood-frame, side-gable ell containing a metal roll-up door in the south elevation.

This complex is in good condition and is unusual for its mix of industrial structural forms and systems which evolved over time. The main, wood-frame core building of the complex is unusually large for its construction type.

The B. F. Sturtevant Blower Works on Damon Street (MHC 10903; 12893-96, 1903) consists of a dense cluster of large buildings located in a residential area south of Mother Brook and northwest of the MBTA railroad tracks, and west of Hyde Park Avenue. From north to south, the complex includes five physically separate structures:

The Main Block (MHC 10903, 1903) consists of six distinct attached components, five original and one modern addition, some of which were originally physically separate and are now all connected. The original core building consists of a U-shaped structure with its long axes running north-south, and the perpendicular axis at the south end. These sections are long and narrow, multi-bay, clad with brick, have wide, multi-pane, segmental-arch windows with original wood sash or panel infill, shallow, drainage-pent roofs, and deep, overhanging eaves with prominent carved rafter ends. The section to the east, the plate shop, has three stories; the one to the west, the machine shop, has two, and a roof topped by a row of saw toothed monitors, now blocked off. A long, 1-story, concrete block, flat-roof addition with two oversize garage doors at either end is attached to the east elevation of the east section. A gable-roof building, the tool room, originally located in between the two long sections, is no longer extant. The two long blocks are connected to an identically-constructed and detailed, transverse section, the testing building, at their south ends. This original core building, Building F to the north, and the engineering laboratory, are the character-defining buildings of this complex. Once a separate building, and now connected to the main block on its west elevation, the engineering laboratory is similar to the previously described sections, although smaller in dimension. The south approach to the complex is dominated by the administration building, attached to the engineering laboratory to the north. The administration building is a rectangular, 10-by-3-bay, 4-story, brick building with a slate hip roof with copper flashing and a central roof ventilator. The central entrance with replacement doors is surrounded by a heavily rusticated granite block foundation, and topped by a classical granite pediment. The center four bays of the building extend slightly from the facade, and contain smaller windows with arches and splayed brick lintels on the fourth floor, and wide granite lintels and narrow granite sills on the third and second floors. Windows are all replacement 1-over-1, aluminum sash. The building is trimmed with a molded granite string course, an over wide concrete band at the top of the upper windows, and a paneled brick cornice with copper flashing. A later 6-by-4-bay, 3-story addition is located to the west; the stripped classical version of the earlier building's decorative scheme includes trim courses at the water table and sill and lintel lines, which carry through horizontally from the original building. The 1-story south addition is similar in detail.

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The Guardhouse (MHC 12894, 1903), is a small, one-story, modern flat-roofed guard shelter located on Damon Street at the south edge of the property.

Building F/Assembly Building (MHC 12893, 1903/1950), located at the northwest corner of the complex, is a north-south-running structure, consisting of two major sections, Building F dating from or about the time of construction, and the Assembly Building, of post-World War II construction. Building F consists of a brick building that shares the roof shape, details, and fenestration scheme of the main block to the south. The building is a combination of 1-and 2-story sections, and includes oversize loading bays in its south and east elevations, which form the north and west sides of the auxiliary service entrance alley to the complex. To the north, Building F is attached to the Assembly Building, a high, windowless, rectangular, sheet-metal-clad, steel-frame, flat-roof building with a raised brick foundation. Service entrances consisting of large metal roll-type doors are located in the north and east elevations, the latter elevation also includes several, large, metal ventilator hoods.

The Powerhouse (MHC 12895, 1903), located immediately east of the north end of the Assembly Building, is a rectangular, brick, 5-by-4-bay building with a concrete foundation and a shallow-pent roof with a slight gable-end parapet to the east and west. The distinguishing feature is the Renaissance Revival fenestration scheme, consisting of large multi-pane, round-arch windows with quarry-faced granite sills on the south and east elevations. On the south elevation, the outer arches are lower than the inner, and contain two-leaf, metal doors with multi-pane windows. Segmental arch windows light the basement, and are also located high in the west wall, where they contain glass block. Two tall sheet iron stacks are located off-center on the roof. The cornice is corbeled and divided into sections by oversize dentils. A corrugated metal shed is attached at the north side of the building.

The Warehouse (MHC 12896, 1956), located north of the Powerhouse (MHC 12895, 1903), at the north end of the complex, consists of two connected, 1-story, end-gable, steel-frame, rectangular buildings with concrete foundations and low-pitch, standing-seam metal roofs. Service entrances consisting of oversize doors are located in the north and west elevations, and each ridge line is topped by five metal ventilators.

The B. F. Sturtevant Blower Works Complex (MHC 10903; 12893-96, 1903/1950/1956) is an unusual surviving industrial complex for the Boston area. It is unusual for its combination of great size and remarkable integrity. It is a large complex with multiple structures, all of which remain in essentially original condition. It is an excellent example of an industrial concern large enough to build its own power plant to meet its requirements for steam for power and heat, and which continued to expand its fabrication capacity into the second half of the 20th century without demolition of older structures. It is also significant as an example of the nationally-prominent industrial engineering firm Lockwood, Greene & Co. of Boston, Massachusetts.

A cluster of approximately a dozen possible worker houses exists at the extreme northeast corner of the Readville area on Fulton and Margin streets. These are mostly two-family, end-gable, 4-by-2-bay, timber-frame dwellings with fieldstone foundations, paired central entrances, narrow brick chimneys, and a variety of siding material, including asbestos, asphalt and wood shingle, and vinyl and aluminum siding. The houses are identical in massing and details, closely-spaced, with small porches or shelters fronting directly onto the unpaved streets.

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In the late 1840s industrial activity increased, and according to the state census in 1845, mills in the area produced cotton cloth, woolen products, starch, chemical preparations, chronometers, cordage, and confectionary. Until it burned in 1855, the Dorchester Cotton and Iron Co.'s (1811) cotton mill was the town's largest manufacturer. In 1865, by benefiting from wartime contracts, the Hyde Park Woolen Co.'s (1862) mill became the area's largest employer. The surge in manufacturing activities of the textile industry, especially the Dedham Manufacturing Co. were responsible for the incorporation of Hyde Park as a separate town in 1868 (MHC 1980:10). Gradually, during the late-19th century, a switch from textile to other industrial concerns occurred in Hyde Park. Industrial activity along the Neponset River continued to expand during the late 19th century in Readville due in large part to the railroad maintenance facilities of the Readville Car Shops (MHC 11076; 11082; 12907-16, 1902).

The original Dedham Cotton Manufacturing Co.'s mill (no longer extant) was built on the fifth and last water power privilege granted on Mother Brook and the only privilege located in Readville. The original company was begun in 1815 by Samuel Dexter, a Dedham lawyer who also served as a Congressman and Secretary of War in John Adams' administration. For the first five years, the company operated as a cottage industry, employing workers to weave cloth out of their homes. However by 1820, the factory system went into effect when 30 female workers were brought from Maine to staff this first mill. The mill was purchased by James Read sometime before 1847. Read, a member of the Boston firm Read and Chadwick, already owned the next mill upstream, the Norfolk Manufacturing Co. along with Taft's brother, Ezra. Read became the largest stockholder in the Dedham Cotton Manufacturing Co., and in 1847 the Dedham Low Plains school district voted to rename itself "Readville" in Read's honor. The mill closed briefly during the Civil War due to cotton shortages. After the war it was reopened and the earliest building now on the property, a steam-powered mill, was added in 1866. The mill continued under different owners in the manufacturing of cotton cloth, and in 1922 began processing wool. By the 1950s the mill was used for non-textile purposes, and the early-19th century portion of the mill burned in the 1960s (Stott 1983 [*The Dedham Cotton Manufacturing Co.*]). The mill has been converted to apartments owned by the Mother Brook Trust.

In 1855, Readville became a railroad junction with the connection of the Midland Railroad (1850) and the Boston and Providence Railroad (1835). Railroad activity spawned further suburban development, and increased industrial and railroad-related activities in Readville (MHC 1980:9). In the 1890s, the New York, New Haven and Hartford Railroad, which had consisted of many smaller local lines with maintenance performed at scattered locations, decided to concentrate all maintenance activity in one central location for greater economy and convenience. The Readville shops site, nine miles from Boston, was chosen for its location in an angular parcel within the tracks of the main line and the Dedham Branch.

Plans for the car shops called for the efficient movement of material through the site. This was accomplished through such machinery as a transfer table to move cars between the 10 parallel tracks servicing the Paint and Erecting Shops. The surrounding blacksmith, truck and cabinet shops were linked by an electric trolley transporting products and materials through the site. The 70-acre site could service

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180 passenger cars and 1,000 freight cars per month. When the car shops were opened in 1902, 1,000 people were employed there by the railroad. The car shops were unique in the early 20th century as power distribution throughout the complex was accomplished solely by electricity (Stott 1983 [*Readville Car Shops*]). They were called "the largest and most practical in New England" (Stone 1930: 1613). The car shops' importance to the railroad line were further underscored when the company decided in 1929 to add \$3.5 million of rolling stock to its lines, most of it constructed at Readville. The car shops' impact on Readville was two-fold. In addition to increasing the amount of support and service-related industrial activity in the town, there was also an increase in residential development brought on by the concentration of workers the car shops brought to Readville (BLC 1980: *Readville Car Shops*). The operation continued until the late 1960s when the New York, New Haven and Hartford Railroad declared bankruptcy and merged with the Penn Central Railroad (Stott 1983 [*Readville Car Shops*]). Since that time, many of the secondary buildings have been demolished and the remaining structures are now occupied by construction and industrial firms.

The last quarter of the 19th century saw many industrial concerns leaving downtown Boston, which was becoming more of an exclusive location for commerce and banking. Industries moved to suburbs where cheap and abundant land and convenient rail transportation offered opportunities for expansion. Readville was one of the most significant of these new industrial districts to emerge by the turn of the 20th century.

One of the earliest industrial operations in Hyde Park was begun by Amos Brainard who moved his small machine shop from Kneeland Street Boston to Business Street (no longer extant). Brainard was the inventor of the Union Vise, and formed the Union Vise company to manufacture it. After moving to Hyde Park in 1867, he sold the vise manufacturing operations and began producing milling machines. The Brainard Milling Machine Co. was incorporated in 1871 and operated in this building until it burned in 1898. This operation was instrumental in attracting other machinery and machine-tool industries to Hyde Park in the late-19th century, most notably the B. F. Sturtevant Blower Works, relocated from West Roxbury to the B. F. Sturtevant Blower Works on Damon Street (MHC 10903; 12893-96, 1903/1950/1956) in 1903 (Stott 1983 [*Hyde Park*]). The business was acquired around the turn of the century by Eugene N. Foss, then president of the B. F. Sturtevant Blower Works, who merged the company with John Becker Manufacturing and moved the operation to the Becker-Brainard Milling Machine Co. Complex at 98-104 Business Street (MHC 12888-92, 1901 et. seq.). Foss also served as governor of Massachusetts from 1910-1913. When constructed in 1901, the new mill was promoted at the "largest milling machine manufactory in the world." About 1922 the company was sold and moved to Worcester, Massachusetts and since 1945 has been occupied by the Magnesium Casting Company and the L. E. Mason Co. (Stott 1983 [*Becker-Brainard Milling Machine Co.*]).

By the 1870s Hyde Park was known for its machine works, in a large part because of the Brainard Milling Machine Co. The American Tool & Machine Co., at 1415-1419 Hyde Park Avenue (MHC 10981, 1881) was notable in the mid 19th century for the development of the belt-knife leather splitting machine. The company was incorporated in 1864 and moved to Hyde Park in 1872 by its superintendent Benjamin Radford, the same year Brainard moved his business to the town. Radford had resided in Hyde Park since 1865 (Stott 1983 [*Hyde Park*]). The company's first two buildings, a foundry (1872) and

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machine department (1879) are no longer extant. The earliest part of the present complex was a machine shop constructed in 1881. The business was expanded in 1899-1901 when two, 3-story additions were constructed. In 1906 an author remarked "the company's fame is worldwide on their special machines for the use of sugar refiners, rubber and leather manufacturers and other industries." The company closed in 1957 (Stott 1983 [*American Tool & Machine Company*]). Since that time the complex has continued to be used for warehousing and manufacturing, with ACME Industrial Equipment Co. the present tenant.

Another metalworking industry located in Hyde Park was Frank Kunkel & Son Hammered Forgings on Wolcott Court (MHC 12915, 1883) established in the town in 1883.

In 1874, two years after American Tool & Machine Co. (MHC 10981, 1881) constructed its foundry, John T. Robinson and Charles Spring began manufacturing paper box machinery. . The present location, the John T. Robinson & Co. Complex at 1476 River Street (MHC 11073, 1888) was not begun until 1888 when the business, relocated from Cleary Square to Hyde Park and the oldest building of the present complex, a machine shop, was completed. The building expanded about 1900 when an ell along Reservation Road was constructed. The business was in operation until about 1978. The Sterling Corrugated Box Co., Inc. was a similar company to locate in Hyde Park, closer to the Readville Car Shops (MHC 11076; 11082; 12907-16, 1902), most likely to take advantage of the site's close proximity to rail lines.

In the 1890s industrial firms continued to leave Boston and relocate to Hyde Park. Among these firms was the E. C. Morris Safe Company at 1693-1715 Hyde Park Avenue (MHC 10984, 1893) and the former G. W. Stafford Company at 1679-1683 Hyde Park Avenue (no longer extant), which needed more space to accommodate its growing operation and chose Hyde Park because of its proximity to railroad lines. Head of the G.W. Stafford Company at the time, and instrumental in its decision to relocate was Robert Bleakie, also head of the Hyde Park Woolen Mills (no longer extant). It was reported just after construction, that the plant was the largest and most complete safe plant ever built, and the only completely electrified plant of its type. The plant closed in 1896 and was reopened as what was ultimately known as the George W. Stafford Company, an automatic loom manufacturing concern. In 1911 another building was added to the site, a foundry designed by Providence architect C.R. Makepeace. The building continued to be used for this purpose until 1931 when it was divided into smaller spaces for manufacturing and warehouse purposes. At the present the building is used by Orleans Packing and Distributing (Stott 1983 [*E. C. Morris Safe Company/G. W. Stafford Company*]).

Support industries also prospered in Hyde Park which supplied oils and lubricants for machine shops, cranes, rail car bearings, and other machinery in the area. An example of this is the Standard Oil Company Depot Complex (after 24 Wolcott Street) (MHC 12916, early 20th c.).

The year 1903 marked the climax of industrial expansion in the Readville area, and suburban expansion from Boston fostered continued residential development. During that year the B. F. Sturtevant Blower

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Works relocated from Jamaica Plain to Damon Street, when Eugene Foss, Sturtevant's son-in-law made the decision to move. Foss served as governor of Massachusetts for three terms from 1910-1913. Foss was also a major figure in the Becker-Brainard Milling Machine Co. at 98-104 Business Street (MHC 12888-92, 1901 et. seq.). A 1901 fire at the company's Jamaica Plain plant hastened construction of the complex on the 15-acre Hyde Park site. Designed by nationally prominent Boston industrial architects Lockwood, Greene & Co., the plant was completed in 1903. The design of the plant was such to promote efficient movement of materials through the building, much like the Readville Car Shops (MHC 11076; 11082; 12907-16, 1902). The complex featured an intra-plant system of railcars. As manufacturers of ventilation equipment, the company designed the system for New York City's Holland Tunnel in 1926-1927, and were the first to create a solution for ventilating long automobile tunnels. By 1906 the plant employed 1,500 people and continued to be one of the town's largest employers. In 1946 the Westinghouse Electric Corp. acquired the company and continued to be one of the towns largest employers until the 1980s. The Westinghouse corporation added the "K" and "O" buildings, a warehouse, and assembly buildings to the site in the 1950s. The present tenant is American Medical Response an ambulance servicing facility (Stott 1983 [*B. F. Sturtevant Company Blower Works*]).

In 1912 the pressures of further expansion of suburban Boston resulted in Hyde Park's annexation, with its original boundaries intact, to Boston (MHC 1980:2 and Stott 1983 [*Hyde Park*]).

Smaller industrial firms continued to locate in Hyde Park, and after 1903 the most notable was the Condit Electrical Manufacturing Company which was located in the former Hyde Park Woolen Mills on Hyde Park Avenue (no longer extant) later purchased by the Allis-Chalmers Manufacturing Company in 1936. This mill, along with the B. F. Sturtevant Blower Works on Damon Street (MHC 10903, 1903/1950/1956), became the largest employers in Hyde Park in the early-20th century (Stott 1980 [*Hyde Park*]). Other firms industrial firms that located in Hyde Park after 1903 included Pruyn & Bilodeau at 1550 River Street (MHC 12913, 1912), which relocated from East Boston. The business manufactured ball bearings, and was short-lived in Hyde Park. Since 1918 the building has been occupied by the Dorchester Brass and Aluminum Foundry, a company that began in 1908 in Jamaica Plain.

Additionally, non-machining industrial operations came to Hyde Park. An example of this was J. Baker, Inc. at 65 Sprague Street (MHC 11082, 1902). Another was the New England Bedding Company at 1605 Hyde Park Avenue (MHC 12900, 1918). The concern was founded in Boston in 1903, came to Hyde Park in 1918, and continued in the town until about 1930. The building continued in operation, owned by the Union Paste Co., and is currently occupied by the Atlantic Broom Service (Stott 1983 [*New England Bedding Company*]). Still later was the Compressed Steel Shafting at 1575 and 1587 Hyde Park Avenue (MHC 10982, 1919), relocating to Hyde Park Avenue in 1919. This business was founded in South Boston in 1903. The present building was designed by Boston architects H. M. Haven and William W. Crosby. The company manufactured cold-drawn steel until the mid-1970s. One of the latest businesses to arrive in Hyde Park is Parker-Danner Co. at 25 Factory Street (MHC 12997, 1943), retailers of construction equipment. Founded in Boston in 1932, the company relocated to Hyde Park in 1943.

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Boston Woodworks at 1666 Hyde Park Avenue (MHC 12905, ca. 1950) occupies three Quonset huts, a building form used during and after World War II for utilitarian structures as well as domestic purposes, but unusual for its industrial applications (McAlester 1993:497).

Other examples of industrial concerns in Hyde Park include buildings on Hyde Park Avenue, Hot-Top Pavements, Inc. 1590 Hyde Park Avenue (MHC 12899, late 19th c.), opposite 1605 Hyde Park Avenue (MHC 12901, mid-to-late 20th c), the Fraternal Order of Police at 1620 Hyde Park Avenue (MHC 12902, late 19th c.), the Hub Steel and Iron Works at 1660 Hyde Park Avenue (MHC 12903, mid-to-late 20th), the Metropolitan Motors/Hyde Park Truck Repair at 1661 Hyde Park Avenue (MHC 12904, mid-to-late 20th), and Royal Finishing at 1667 Hyde Park Avenue (MHC 12906, mid-to-late 20th). Additionally, a complex of three buildings, Prudential Fastener at 50 Horne Street, (MHC 12898, late 19th c.) complex is currently used for storage. Finally, at the north boundary of the site, Sterling Auto at 7 A Street (MHC 12886, mid-to-late 19th c.), and Hyde Park Masonry Supply at 8 B Street (MHC 12887, mid-to-late 19th c.) are examples of continuing industrial land use in Hyde Park.

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Buildings and sites are listed in alphabetical order by street.

MHC#	WARD/ PARCEL	ADDRESS	DATE	STYLE/Form	OUT BLDG	TYPE
12886		Sterling Auto Building 7 A Street	mid-to-late 19th c.		none	B
12887		Hyde Park Masonry Supply Building 8 B Street	late-19th c.		none	B
12888		Becker-Brainard Milling Machine Co. Complex 98-104 Business Street	1901, et. seq.		none	B
12889		Becker-Brainard Milling Machine Co. Complex Office Building 98-104 Business Street	early-mid 20th c.		none	B
12890		Becker-Brainard Milling Machine Co. Complex Storage Building 98-104 Business Street	late-20th c.		none	B
12891		Becker-Brainard Milling Machine Co. Complex Shop Building 98-104 Business Street	mid-20th c.		none	B
12892		Part of Becker-Brainard Milling Machine Co. Complex Building at 101 Business Street	early-mid 20th c.		none	B
10903		B. F. Sturtevant Blower Works Complex Main Block Damon Street	1903		none	B

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MHC#	WARD/ PARCEL	ADDRESS	DATE	STYLE/Form	OUT BLDG	TYPE
12893		B. F. Sturtevant Blower Works Complex Building F/Assembly Building Damon Street	1903/1950		none	B
12894		B. F. Sturtevant Blower Works Complex Guardhouse Damon Street	1903		none	B
12895		B. F. Sturtevant Blower Works Complex Power House Damon Street	1903		none	B
12896		B. F. Sturtevant Blower Works Complex Warehouse Damon Street	1956		none	B
12897		Parker-Danner Co. Building 25 Factory Street	1943		none	B
12898		Prudential Fastener Complex 50 Horne Street	late-19th c.		2	B
10981		American Tool & Machine Building 1415-1419 Hyde Park Avenue	1881		none	B
10982		Compressed Steel Shafting Building 1575 and 1587 Hyde Park Avenue	1919		none	B
12899		Hot-Top Pavements, Inc. Building 1590 Hyde Park Avenue	late-19th c.		none	B

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MHC#	WARD/ PARCEL	ADDRESS	DATE	STYLE/Form	OUT BLDG	TYPE
12900		New England Bedding Co. Building 1605 Hyde Park Avenue	1918		none	B
12901		Building opposite 1605 Hyde Park Avenue	mid-to-late 20th c.		none	B
12902		Fraternal Order of Police Building 1620 Hyde Park Avenue	early-20th c.		none	B
12903		Hub Steel & Iron Works Building 1660 Hyde Park Avenue	mid-to-late 20th c.		none	B
12904		Metropolitan Motors/Hyde Park Truck Repair Building 1661 Hyde Park Avenue	mid-to-late 20th c.		none	B
12905		Boston Woodworks Building 1666 Hyde Park Avenue	ca. 1950		none	B
12906		Royal Finishing Building 1667 Hyde Park Avenue	mid-to-late 20th c.		none	B
10984		E. C. Morris Safe Co. Building 1693-1715 Hyde Park Avenue	1893		none	B
12907		Readville Car Shops/ Gerrity Co. Complex drykiln Industrial Drive	1902		none	B
12908		Readville Car Shops/ Gerrity Co. Complex Machine Shop and Wood Mill 8 Industrial Drive	1902		none	B

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MHC#	WARD/ PARCEL	ADDRESS	DATE	STYLE/Form	OUT BLDG	TYPE
12909		Readville Car Shops/ Gerrity Co. Building Oil House 8 Industrial Drive	1902		none	B
12910		Readville Car Shops/ Gerrity Co. Building Power Station 8 Industrial Drive	1902		none	B
12911		Readville Car Shops/ Gerrity Co. Building Wheel Machine Shop 8 Industrial Drive	1902		1	B
12912		Readville Car Shops/ Burtman Iron Works Building 31 Industrial Drive	1902		none	B
11073		John T. Robinson & Co. Building 1476 River Street	1888		none	B
12913		Pruyn & Bilodeau Building/Dorchester Brass Co. Building 1550 River Street	1912		none	B
11076		Dedham Manufacturing Company/Mother Brook Trust Building 1576-1608 River Street	1866		none	B
11082		Readville Car Shops Complex/ J. Baker, Inc. Building 65 Sprague Street	1902		none	B

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MHC#	WARD/ PARCEL	ADDRESS	DATE	STYLE/FORM	OUT BLDG	TYPE
12914		Readville Car Shops Complex/ Sterling Corrugated Box Co., Inc. Building 91 Sprague Street	1902		none	B
12915		Frank Kunkel & Son Hammered Forgings Building Wolcott Court	1883		none	B
12916		Standard Oil Co. Depot Complex after 24 Wolcott Street	early-20th c.		3	B



American Tool & Machine Co., 1417-1419 Hyde Park Ave (BOS.10981)



Sturtevant Blower Works, Administrative Bldg, Damon St (BOS.10903)



Sterling Autobody Building, 7 A Street (BOS.12886)



Hyde Park Masonry Supply Building, 8 B Street (BOS.12887)



B.F. Sturtevant Blower Works/Westinghouse Overview



B.F. Sturtevant Blower Works



B.F. Sturtevant Blower Works Powerhouse (BOS.12895)



B.F. Sturtevant Blower Works, Building F/Assembly Bldg (BOS.12893)



B.F. Sturtevant Blower Works Assembly



Parker-Danner Co Building, 25 Factory St (BOS.12897)



Pruyn & Bilodeau Bldg/Dorchester Brass, 1550 River Street (BOS.12913)



Dedham Mfg Co/Mother Brook Trust, 1608 River St (BOS.11076)



John T. Robinson & Co.Bldg, 1476 River St (BOS.11073)



Becker-Brainard Milling Machine Co, 98-104 Business St



Becker-Brainard Milling Machine Co, 98-104 Business St



Readville Carshops, Drykiln (BOS.12907)



Readville Carshops, Power Station (BOS.12910)



Readville Carshops, Machine Shops and Woodmill (BOS.12908)



Readville Carshops, Tinshop



Readville Carshops / Burtman Iron Works Bldg, 31 Industrial Dr (BOS.12912)



Readville Carshops / Burtman Iron Works Bldg, 31 Ind. Dr (BOS.12912)



Readville Carshops/ J. Baker, Inc. Bldg, 65 Sprague St (BOS.11082)



Prudential Fastener Complex, 50 Horne St (BOS.12898)



Readville Carshops/ Sterling Corrugated Box, 91 Sprague St (BOS.12914)



Prudential Fastener Complex, 50 Horne St (BOS.12898)



Standard Oil Co Depot Complex (after 24 Walcott St) (BOS.12916)



Frank Kunkel & Son Hammered Forgings, Walcott Court (BOS.12915)



Standard Oil Company, Main Building (after 24 Walcott St) (BOS.12916)



E.C. Morris Safe Co, 1693-1715 Hyde Park Ave. (BOS.10984)



Standard Oil Company, Northeast view (after 24 Walcott St) (BOS.12916)



Boston Woodworks Bldg, 1666 Hyde Park Ave (BOS.12905)



Metrop.. Motors/Hyde Park Truck Repair, 1661 Hyde Park Ave (BOS.12904)



Royal Finishing Building, 1667 Hyde Park Ave (BOS.12906)



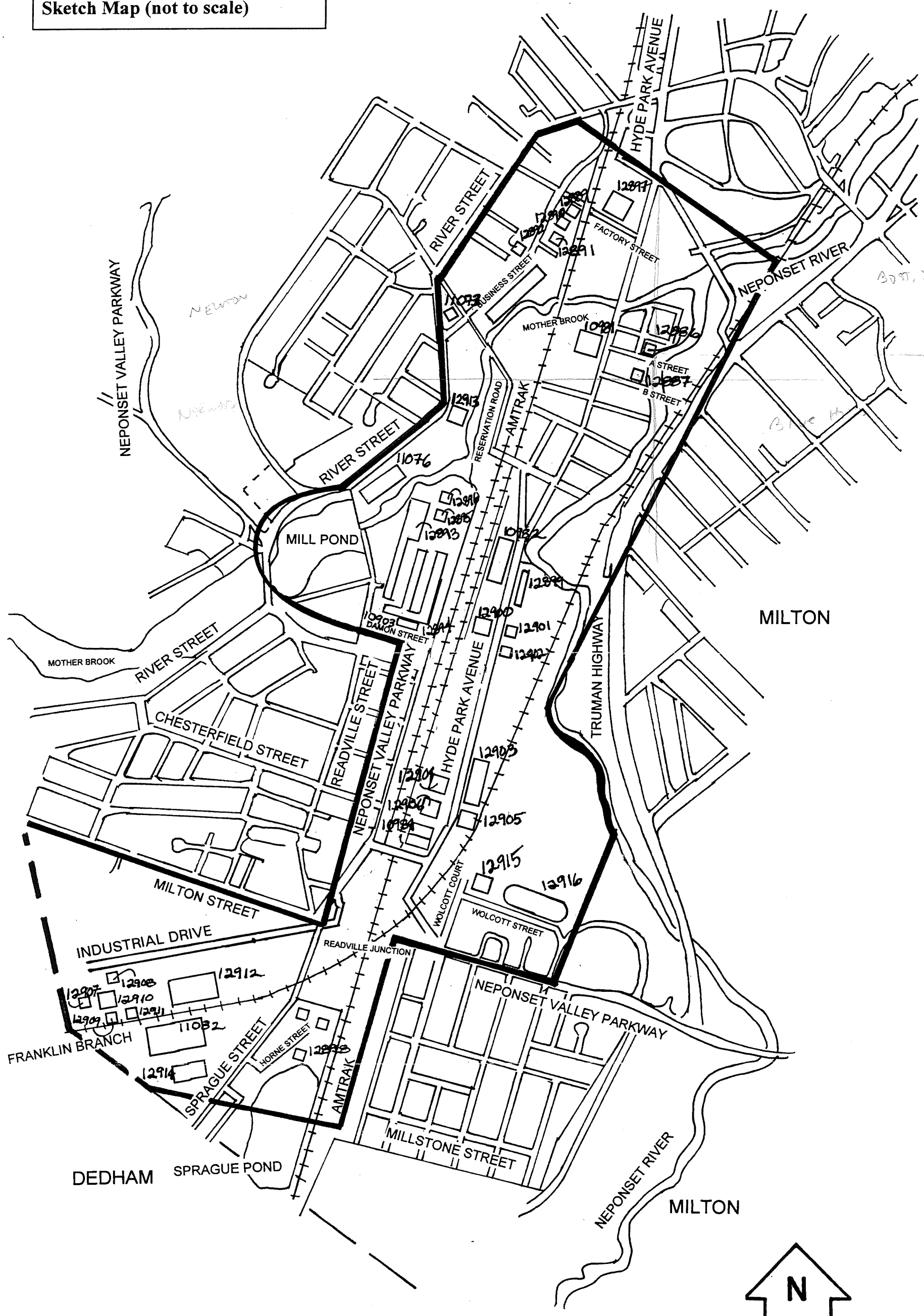
Hub Steel and Iron Works, 1660 Hyde Park Ave., north view (BOS.12903)



New England Bedding Co., 1605 Hyde Park Ave (BOS.12900)



Fraternal Order of Police Bldg., 1620 Hyde Park Ave (BOS.12902)



continuation sheet 23

Readville Area RQ
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Locational Map



See Individual Area Sketch Map for Exact Area Boundaries and Individual Building Locations.



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Community:
 Boston

Property Address:
 1576-1608 River St.

Area(s)
 Readville

Form No.
 BOS.11076

National Register of Historic Places Criteria Statement Form

Check all that apply:

☒ Individually eligible ☐ Eligible only in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☒ B ☒ C ☒ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by The Public Archaeology Laboratory, Inc., August 1997

The criteria that are checked in the above sections must be justified here.

The Dedham Manufacturing Company Mills/Mother Brook Trust building possesses integrity of location, design, setting, materials, workmanship, feeling, and association. The building is an unusual example of an intermediate-size, post-Civil War-era textile mill in Readville and in Boston. Its architectural form, age, and setting are all important elements of its local significance, and the site has the potential to reveal archaeological information about water power transmission. It meets criteria A, C and D of the NRHP. Its period of significance extends from 1866 to 1947. Additional historical research will be required to complete a nomination.

Massachusetts Historical Commission
 Massachusetts Archives Facility
 220 Morrissey Boulevard
 Boston, Massachusetts 02125

Community:
 Boston

Property Address:
 Damon Street

Area(s)
 Readville

Form No.
 BOS.10903
 BOS.12893 - 12896

National Register of Historic Places Criteria Statement Form

Check all that apply:

☒ Individually eligible ☐ Eligible only in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by The Public Archaeology Laboratory, Inc., August 1997

The criteria that are checked in the above sections must be justified here.

The Sturtevant Blower Works complex possesses integrity of location, design, setting, materials, workmanship, feeling and association. These buildings are an unusual surviving industrial complex for the Boston area. The complex is also unusual for its combination of great size and integrity. It is an excellent example of an industrial concern large enough to build its own power plant to meet its requirements for steam for power and heat, and which continued to expand its fabrication capacity into the second half of the 20th century without demolition of older structures. It is also significant as an example of the nationally-prominent industrial engineering firm Lockwood, Greene, & Co. of Boston, Massachusetts. Its architectural form, age, and setting are all important elements of its local significance. It meets criteria A and C of the NRHP. Its period of significance extends from 1903 to 1947. Additional historical research will be required to complete a nomination.

Massachusetts Historical Commission
 Massachusetts Archives Facility
 220 Morrissey Boulevard
 Boston, Massachusetts 02125

Community:
 Boston

Property Address:
 Industrial Drive

Area(s)
 Readville

Form No.
 BOS.12907 -
 BOS.12912

National Register of Historic Places Criteria Statement Form

Check all that apply:

☒ Individually eligible ☐ Eligible only in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by The Public Archaeology Laboratory, Inc., August 1997

The criteria that are checked in the above sections must be justified here.

The Readville Car Shops Complex possesses integrity of location, design, setting, materials, workmanship, feeling, and association with the New York, New Haven, and Hartford Railroad. It is the only surviving historic railroad complex in the city of Boston, and one of several of this type of resource remaining in New England. Its architectural form, age, and setting are all important elements of its local significance. It meets criteria A and C of the NRHP. Its period of significance extends from 1902 to 1947. Additional historical research will be required to complete a nomination.

Massachusetts Historical Commission
 Massachusetts Archives Facility
 220 Morrissey Boulevard
 Boston, Massachusetts 02125

Community:
 Boston

Property Address:
 1415-1419 Hyde Park
 Avenue

Area(s)
 Readville

Form No.
 BOS.10981

National Register of Historic Places Criteria Statement Form

Check all that apply:

☒ Individually eligible ☐ Eligible only in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by The Public Archaeology Laboratory, Inc., August 1997

The criteria that are checked in the above sections must be justified here.

The American Tool and Machine Building possesses integrity of location, design, setting, materials, workmanship, feeling, and association. This building is unusual in Boston as an excellent example of the basilica-form-derived, Romanesque detailed, industrial architectural solutions of the middle of the last quarter of the nineteenth century. Its architectural form, age, and setting are all important elements of its local significance. It meets criteria A and C of the NRHP. Its period of significance extends from 1881 to 1947. Additional historical research will be required to complete a nomination.

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.RK
Historic Name:	South End Industrial Survey Area
Common Name:	
Address:	
City/Town:	Boston
Village/Neighborhood:	South End
Local No:	
Year Constructed:	
Architect(s):	
Architectural Style(s):	
Use(s):	Industrial Complex or District
Significance:	Archaeology, Historic; Architecture; Industry
Area(s):	
Designation(s):	



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
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FORM A - AREA

Assessor's Sheets

USGS Quad

Boston South

Area Letter

RK

Form Numbers in Area
(see area data sheet)

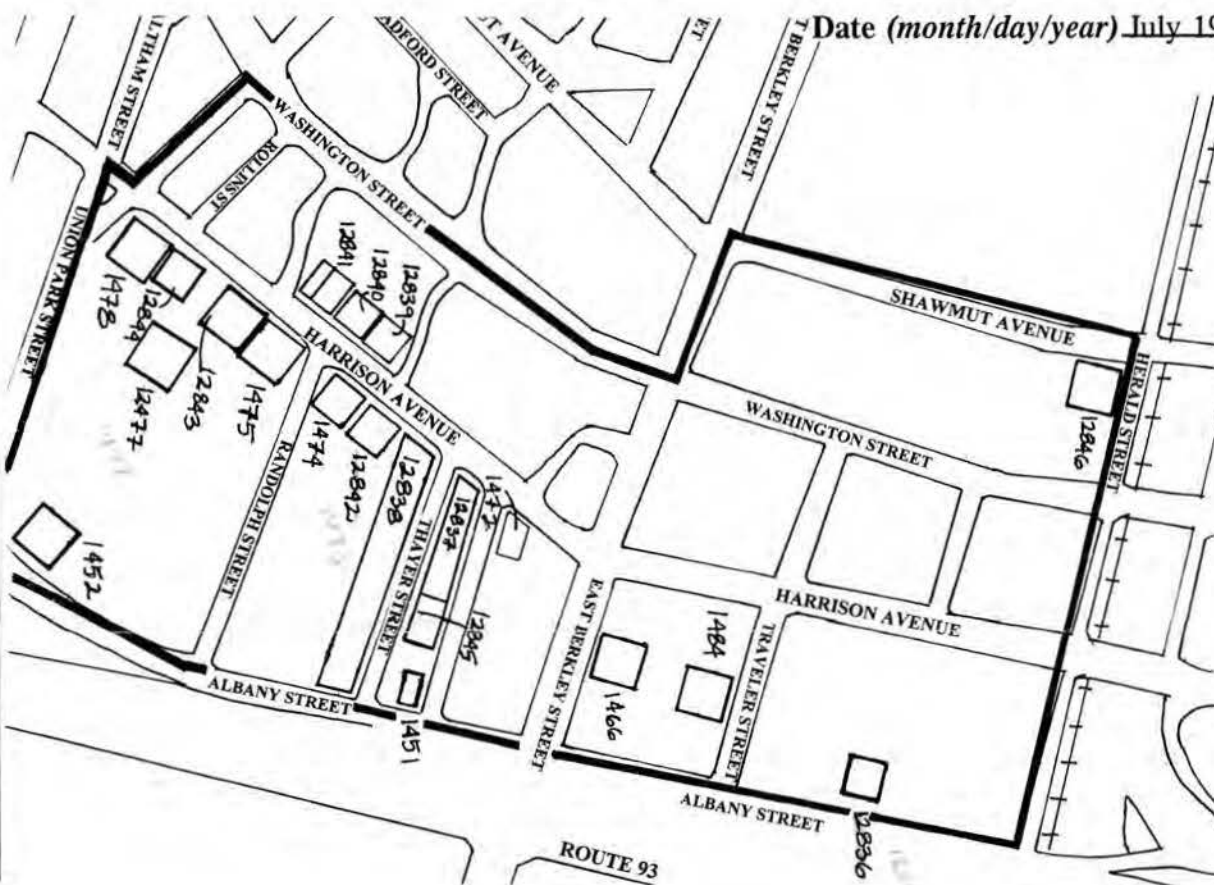
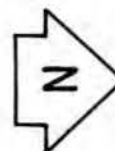
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Photograph



560 Harrison Avenue (BOS.1478)

Sketch Map

Town BostonPlace (neighborhood or village) South EndName of Area South EndPresent Use industrial, residential, and commercialConstruction Dates or Period 1875-ca. 1920Overall Condition fair to goodMajor Intrusions and Alterations some demolition and infillAcreage approximately 83 acresRecorded by VHA, MK, MKH, CMMOrganization The Public Archaeology Laboratory, Inc.Date (month/day/year) July 1997

AREA FORM**ARCHITECTURAL DESCRIPTION** ☒ *see continuation sheet*

The South End Industrial Area comprises approximately 83 acres located south of Chinatown and the Massachusetts Turnpike Extension, south of downtown Boston. The roughly L-shaped area is bounded on the east by Albany Street, on the north by Herald Street, to the west by Shawmut Street and Harrison Avenue, and to the south by Union Park Street. Located north of the Lower Roxbury Area (MHC RS). The area includes 20 buildings, most of which can be described as masonry-clad, multi-story, rectangular factory, machine-shop, and warehouse buildings with flat-roofs, regular fenestration patterns, brick and granite trim. The first floors typically contain heavy granite and iron structural members allowing wide bays for display of merchandise and movement of raw materials and finished products through the building. Historically, the main industries of the area included furniture making, with pianos a specialty. The area also includes a significant early electrical generating station, the former Boston Elevated Railway Co. Central Power Station at 540A Harrison Avenue (MHC 1477, 1892). Most structures are in fair to good condition, and the area benefits from significant adaptive reuse as well as mixed use of its industrial structures. The following descriptions begin at the north end of Harrison Avenue, proceed south to Union Park Avenue, return north along Albany Street, and end on Shawmut Street.

Beginning at the north-most building on Harrison Avenue, the James L. Jenks Building at 434 Harrison Avenue (MHC 1472, ca. 1880) is a 5-story, trapezoidal, 3-by-9-bay, flat-roof, brick masonry building. The facade is articulated by rounded corners and full-height brick piers with stone bases and capitals. The main entrance is located in the north bay of the facade (W) and consists of a round brick arch containing two wood-panel doors separated by a wood panel under a multi-light arched transom. Additional entrances are located on the facade consisting of single,

HISTORICAL NARRATIVE ☒ *see continuation sheet*

Boston's readily available coastal access provided the source of its early commercial growth. In the 18th century, the old South End, the area west of Congress Street referred to now as the Leather District, consisted of fields, gardens, and large houses (Stott 1983 [*Boston Proper*]). As the shoreline advanced due to filling, industries followed in its path. In 1842, the area east of Harrison Avenue contained port facilities (Sampson, Davenport and Co. 1848). By 1852, the southern portion of Albany Street had been constructed, and both Albany Street and Harrison Avenue had waterfront access along their lengths (McIntyre 1852). Because of continued eastward filling in South Bay, Albany Street replaced Harrison Avenue as the waterfront thoroughfare by 1866, and dock facilities were located on the east side of the street (Sampson, Davenport and Co. 1866). As the 19th century continued, the shoreline moved further away from Albany Street, although the area retained port facilities. Filling continued into the 20th century, and by the 1950s, with the construction of the Southeast Expressway, all that remained of South Bay was a narrow channel draining the Roxbury Canal (Office of Public Archaeology 1989:196)

The majority of the present-day South End was developed in mid-to-late 19th century, beginning in the 1850s as part of real estate speculation on the newly-filled land auctioned off by the city. Then known as the "New South End," it was envisioned as a middle- and upper-middle-class neighborhood by its founders. However, the industrial activity on the southern and eastern boundaries attracted more laborers than Boston professionals (BRA n.d. [*Background and Overview of Boston's South End*]). Early development concentrated along Washington Street and remnants can be seen in the London-Style residential buildings along Union Park Street (MHC 1980:2). Further impetus for the development of the South End came in the 1860s with the construction of Boston City Hospital south of the area's boundaries along Albany Street in 1864. Most of Boston's industrial development in the last

BIBLIOGRAPHY and/or REFERENCES ☒ *see continuation sheet*

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 Stott, Peter. "A Guide to the Industrial Archaeology of Massachusetts: Middlesex, Norfolk and Suffolk Counties," unpublished manuscript and papers, Boston: Massachusetts Historical Commission, 1983.
 Stott, Peter. "Economic and Industrial Development: Historic and Archaeological Resources of the Boston Area." Boston: Massachusetts Historical Commission, 1982.

☒ **Recommended for listing on the National Register of Historic Places. If checked, you must attach a completed National Register Criteria Statement form.**

INVENTORY FORM CONTINUATION SHEET**Community:**
Boston**Property Address:****Massachusetts Historical Commission
Massachusetts Archives Facility
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(see area data sheet)**ARCHITECTURAL DESCRIPTION *(continued)***

solid metal doors. Windows are 2/2 wood, double-hung sash in paired, segmental-arch openings on the facade and single openings on the south elevation all sharing continuous granite sills. A fire escape has been applied to the applied to the south elevation. 434 Harrison Avenue is in good condition and incorporates the building materials and forms common to this area, but in a less-ornate, heavier treatment of the facade piers and spandrels.

Further southwest on the same side of the street is the Thayer Street Art and Industry Building 450 Harrison Avenue, (MHC 12837, ca. 1920). The 14-by-4-bay, 4-story, rectangular, yellow-brick masonry, flat-roof building is articulated by brick piers with heavy stone bases and sheet metal capitals which extend to form a cornice on the west and north elevations. The facade (N) contains a centered, raised brick parapet. The main entrance is centered on the facade and consists of an engaged classical surround with a single wood-and-glass door. An additional entrance in the south bay of the west elevation consists of a single steel door. Three service entrances are located on the facade consisting of roll-up doors. Several metal-and-glass storefront bays are located on the south elevation. Windows are tripartite, 6/6, wood, double-hung sash on the first floor of the north and west elevations and replacement 1/1, aluminum double-hung sash grouped in threes. All have stone sills and brick lintels. Thayer Street Art and Industry is in good condition and is an early 20th-century interpretation of the building forms and materials prevalent in the South End Area.

Connected by a party wall to the east of 450 Harrison Avenue is 43-54 Paul Sullivan Way (MHC 12844, ca. 1890). The facade (N) of the 4-story, rectangular, brick masonry building is articulated by protruding brick piers with alternating wide and narrow bays containing windows and rectangular granite panels. Two entrances are located inside deep recesses. All windows are replacement double-hung, vinyl sash with stone sills and lintels. Three windows on the fourth floor are segmental-arch. Ground-floor cast iron columns support a massive, continuous granite lintel. The building has a blank east elevation and a south elevation containing evenly spaced window openings of various sizes containing replacement sash. The first floor is occupied by modern storefronts and loading bays and centered on this elevation is a blank modern elevator tower. This building is in good condition and echoes the materials and character of most of the industrial buildings of the area.

Further southwest is Reed's Block at 460 Harrison Avenue (MHC 12838, 1880), also fronting at 385 Albany Street and Thayer Street. The rectangular, 4-story, 8-bay, brick-masonry, flat-roof building stretches from Albany Street to Harrison Avenue, with the north elevation along Thayer Street. The building contains two storefront bays (now filled in) on the east and west elevations along Harrison Avenue and Albany Street. The Thayer Street elevation is notable for the repeated rhythms of recessed entrances and loading docks, bay-width filled first-story window openings, and massive granite lintels supported by massive square granite posts. One entrance is located in each storefront, reached by a short flight of steps. Rectangular upper-story window openings contain 6/6 wood, double-hung sash with thin stone lintels and thick sills. The elevations are further articulated by a corbeled cornice and "REED'S BLOCK" carved in granite on the west elevation. Reed's Block is in fair condition, and is a large and impressive example of the prevalent industrial building forms and materials common in this area.

Continuing southwest, 471 Harrison Avenue (MHC 12839, ca. 1910) is a 1-story, reinforced-concrete, 6-by-14-bay machine-shop building with a parallelogram-shaped footprint. The building has a flat, built-up roof and rests on a concrete foundation. Elevations are clad in yellow brick with concrete trim, and are marked

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(see area data sheet)**ARCHITECTURAL DESCRIPTION *(continued)***

by brick piers on the facade (E). Full-bay window openings have been partially bricked-in with concrete block. The main entrances are two full-height garage doors centered on the facade (E) and are marked by raised pediments containing ornamental concrete castings. 471 Harrison is in fair condition, and is a good example of an early automobile machine shop.

Sharing a party wall to the southwest is the Decore Upholstering Building at 477 Harrison Avenue (MHC 12840, ca. 1900). The 5-story, reinforced concrete building is characterized by three, 4-story, round brick arches on the facade (E), springing from a first-floor granite string course. They are marked with decorative brickwork and contain replacement, 1/1, double-hung windows grouped in threes, dividing the facade into three bays and giving the building a Richardsonian Romanesque-like appearance. The second-story windows are grouped in segmental-arch openings, and the fifth story's are contained in round-arch openings. The rectangular, flat-roof building is clad in brick with stone and brick trim, with a corbeled cornice reflecting the round-arched facade. The first story contains brick work in a horizontal, rusticated, Renaissance Revival pattern, service entrances (now blocked) and window openings with segmental arches and stone keystones. The main entrance is in the western bay in a former service entrance and consists of a single, solid steel door. 477 Harrison Avenue is in excellent condition, and is similar in scale and materials to the remaining buildings in the area. The organization of the facade is bolder in conception than most other examples of its type in this area, with wider windows grouped under tall arches, and greater variety in the masonry surface treatment.

Connected to the southwest is 485 Harrison Avenue (MHC 12841, ca. 1890). The 3-story, 5-bay, flat-roof, masonry- and-reinforced-concrete building rests on a granite foundation. The building has a parallelogram-shaped footprint and to the west is a 1-story, 4-bay, brick machine-shop building, shadowing on the party wall indicates it to be a later addition to the site. The building is marked by decorative masonry work, including a sandstone string courses and keystones, corbeled, arched brickwork under a sandstone cornice and raised center parapet, and patterned brick panels. The main entrance is centered on the facade (E) and consists of a full-bay, segmented-arch opening with a roll-up door. Window openings on the second and third stories are deeply recessed and the multi-light panes are divided by brick piers. The second-story windows have been replaced by metal, center-pivot sash. 485 Harrison is in good condition, and is keeping with the overall character of the area, however, it has a more detailed facade than most buildings of its type.

Across the street from 485 Harrison Avenue (MHC 12841, ca. 1900) is Bacon's Building/Roger's Upright Piano Co. at 486-496 Harrison Avenue (MHC 12842, 1875). The 4-story, rectangular, 17-bay, masonry structure has a flat roof and is articulated by an ornate, denticulated, corbeled brick cornice, and decorative arched trim over window openings. It is divided into two sections by a party wall running through the center east-west. The first story contains four storefront bays (now filled in) on the facade (W) topped by massive granite lintels supported cast iron posts. Each storefront contains an entrance consisting of recessed, double wood doors under a transom reached by seven wood steps. A 3-bay service entrance is centered on the facade and contains a recessed loading dock. Windows are 6/6 double-hung sash, with stone sills. Bacon's Building/Roger's Upright Piano Co. is in fair condition, and is a typical example of a mixed-use commercial and industrial building in the South End Area.

Continuing southwest is Reece's Block at 500-502 Harrison (MHC 1474, 1896). The rectangular, flat-roof building is similar to Bacon's Building/Roger's Upright Piano Co. (MHC 12842, 1895) in its facade

INVENTORY FORM CONTINUATION SHEET**Community:**

Boston

Property Address:**Massachusetts Historical Commission****Massachusetts Archives Facility****220 Morrissey Boulevard****Boston, Massachusetts 02125****Area(s)**

South End

Form No.

(see area data sheet)

ARCHITECTURAL DESCRIPTION *(continued)*

arrangement. The 4½-story, 8-bay, flat-roof building rests on a stone foundation and has three, 1½-story, storefront bays (now blocked) on the facade (W) under granite lintels supported by iron columns. The elevations are marked by rounded corners, a corbeled cornice, and a granite watercourse below the fourth story. The main entrance is in the north bay of the facade and consists of recessed double doors. Windows are rectangular 6/6 double-hung sash, with stone sills and splayed brick lintels with keystones and segmental-arch openings on the south elevation. The multi-bay south elevation is broken into four sections by stair towers marked by a change in window heights. The south elevation contains three storefront bays (now blocked) at the west corner and three centered on the elevation, and a watertable above the basement story. Reece's Block is in fair condition, and is a larger example of a building having the materials and form of most buildings in this area.

At the opposite corner of Randolph Street is the Emerson Piano Co.: Randolph Street Factory at 520-524 Harrison Avenue (MHC 1475, 1882), a rectangular, 4-story, 14-bay, flat-roof, masonry building composed of two parts, an original 6-bay portion and a newer 8-bay section joined by a party wall and marked by a slight change in brick color and cornice width. Contained in the newer section and centered on the facade (W) is a 2-bay, 5-story, mansard-roof tower. The building is marked by a cast metal cornice, and brick trim. There are four storefront bays (now blocked) on the first floor similar to other storefronts along Harrison, including those in Reece's Block (MHC 1474, 1896). They are marked by brick piers on the remaining stories. Each storefront contains an entrance consisting of double wood-and-glass doors. Centered on the facade, beneath the tower, is an open courtyard passage. 520-524 Harrison Avenue is in fair condition. It is a typical example of a building having the materials and scale characterizing the area's building, and is unique in this area for its mansard-roofed tower.

Immediately to the southwest is 536 Harrison Avenue (MHC 12843, ca. 1910), a rectangular, 3-story, 7-by-4-bay, masonry-clad, flat-roof building. Two outbuildings, a 1-story, steel-frame gable-roof structure and a 2-story, flat-roof, brick structure are located immediately to the east. The facade (W) is marked by engaged brick piers with decorative brickwork and concrete castings at the top, wide concrete lintels and narrow sills and a slightly raised parapet. The main entrance is located on the south elevation and consists of a single wood-and-glass door reached by concrete steps. Also on the south elevation is the remnants of a hoist system. Rectangular window openings contain a combination of triple-hung 3/3/3 wood sash on the first floor of the facade with 3/3 double-hung sash in the remaining openings. An access monitor projects from the roof. 536 Harrison Avenue is in fair condition, and is notable along Harrison Avenue for its lack of first-floor storefronts, however the same building materials, massing, and scale were used in its construction as in other buildings in the area.

Further southwest at 450 Harrison Avenue is the former Boston Elevated Railway Co. Central Power Station (MHC 1477, 1892) at 540A Harrison Avenue, now located within a Massachusetts Bay Transportation Authority bus depot. The building is composed of three attached, brick-walled, end-gable sections characterized by Romanesque and Gothic Revival details including clustered arch windows, wide arches, and stepped buttresses. The walls are of masonry construction, and the roofs are supported by iron trusses. The facade (W) of the central section contains horizontal string courses, a corbeled cornice and slight parapet with a large round, brick arch filled with glass block filling most of the elevation. The facades (W) of the two flanking sections contain similar corbeling and parapets above triple, brick, round-arch window openings with stone sills. Beneath these are two less substantial brick round arches also filled with glass

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block. The lower portions of the elevations contain a row of large, 6/6, wood, double-hung sash above rectangular windows on the raised basement story. The north and south elevations include stepped Gothic buttresses dividing the bays and large, recessed rectangular, 6/6 wood, double-hung sash with heavy stone lintels with 6-light transoms above. These have been mostly blocked on the north elevation. The south elevation contains a service entrance consisting of a heavy stone sill above a roll-up door. The east elevation contains one row of round-arch window openings with stone springs in the gable ends of the central and southern section. The north section contains shadowing of a former gable-roof ell. The remains of large, round brick coal storage silo rise from the saddle between the center and north roofs, and three ventilators are evenly spaced on the ridge lines. 540A Harrison Avenue is in poor condition. The building is unique in the South End and in Boston not just as an early electrical power plant, but as one that incorporated Romanesque and Gothic Revival forms and details as part of an architectural solution to creating a large enclosed space for machinery.

Immediately to the southwest is 552 Harrison Avenue (MHC 12844, ca. 1915), also used by the MBTA as maintenance facilities. The 1- to 2-story, 6-by-10-bay, flat-roof, rusticated concrete-block building is dominated by clusters of large window openings. The facade contains one service entrance, south of center consisting of double, 16-light doors with an 18-light transom above. Flanking either door are two sets of large, paired, multi-light windows. In the north bay 2-story office section are paired, 6/6 wood, double-hung sash with heavy concrete lintels. The north elevation contains 2-stories of similar, 6/6, paired, wood, double-hung sash and four, full-height roll-up doors. A pedestrian entrance is located in a 1-story, guard shack addition at the northwest corner. On the east elevation extends a 1-story, wood-frame, shed-roof addition with roll-up door. 552 Harrison is in fair condition and is a modest example of industrial buildings along Harrison Avenue and is similar to the machine shop at 471 Harrison Avenue (MHC 12839, ca. 1910). It is unusual in this area for its use of concrete, including molded, rusticated precast block, and a shallow molded cornice.

Sharing a party wall with 552 Harrison Avenue (MHC 12844, ca. 1915) to the southwest is the Emerson Piano Co.: Waltham Street Factory at 560 Harrison Avenue (MHC 1478, 1891). The 5½- to 6½-story, 14-bay, brick masonry-clad, flat-roofed building is built on a complex, roughly L-shaped plan, with its main elevations on Harrison Avenue and Union Park Street. The facade (W) is divided into five sections by brick piers with stone bases and corbeled capitals. A corbeled cornice is above the fourth and fifth stories. The facade contains four, 1½-story storefront bays on the facade, similar to other buildings along Harrison Avenue. The main entrance is centered on the facade and consists of a sunken vestibule with double, metal-and-glass doors. A service entrance is in the north bay. Window openings are rectangular on the basement and first stories and segmental-arch in the remaining stories. All contain replacement, 1/1 double-hung sash. The south elevation includes a variety of brickwork, including basement and first stories containing decorative rusticated brick courses below a granite watercourse. A vertical row of roundel windows lights an interior stairwell, and marks an east-west transition from 5 stories to 6. A rectangular, brick smokestack is located on the north side of the building. 560 Harrison Avenue is in excellent condition, and incorporates many of the building materials and details common to other buildings along Harrison Avenue, however, it is larger, and built on a more complex plan. The building is also more ornate, with a decoration scheme more harmonious with the similarly-proportioned residential blocks that appear to the south and west.

Union Park Street marks the western border of the area. Albany Street is almost parallel to Harrison Avenue

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(see area data sheet)**ARCHITECTURAL DESCRIPTION (continued)**

and constitutes the eastern boundary of the area. Beginning at the southeast corner of the area, the Goodyear Machinery Co. Building at 443 Albany Street (MHC 1452, 1897) is a 4-story, rectangular, 7-bay, flat-roof, brick masonry building articulated by a pent-roof parapet and tiered buttressing on the south elevation. The main entrance is located on the east elevation protected by a wood-frame, vestibule with Colonial-Revival detailing. There are several additional entrances on this elevation as well as a truck loading dock with two metal roll-up doors on the west elevation. Segmental-arch window openings are regularly spaced and contain 6/6 wood, double-hung sash with stone sills. Flanking the windows are activating rods and cast iron pintles for fire shutters. 443 Albany Street is in fair condition and is a modest example of the materials and forms exhibited by buildings in this area.

Continuing north is the Joseph F. Paul & Co. Building at 365 Albany Street (MHC 1451, 1911). The rectangular, 4½-story, 5-by-14 bay, brick masonry, flat-roof building contains a regular fenestration pattern of paired, 6/6 wood, double-hung sash in segmental-arch openings. There is a storefront along the facade (E) with multi-light, fixed-sash windows over wood panels. The main entrance is centered on the facade and consists of recessed double wood-panel doors reached by a short flight of stairs. The elevations are articulated by a corbeled cornice and unique in the area for the use of multi-hued brick. Attached to the south elevation is an unusual intact 2-bay, 4-story, timber-frame hoist mechanism enclosed in a rooftop timber and plank shed. This building is in fair condition and is a modest example of the materials and forms common to industrial buildings in this area. Attached to the building's southwest corner is a rectangular, 3-story, 3-by-5-bay addition. Originally used as the building's boiler house, its most notable feature is a brick smokestack on the east elevation. The square base is articulated with brick quoins abruptly transitioning to a tapering octagonal stack. Windows on the boiler house addition have been blocked, and the main entrance is a replacement solid metal door in a bricked in loading dock. The south elevation contains a service entrance for each story leading to the hoist at 365 Albany Street. The remaining elevations are blank.

North of 365 Albany Street (MHC 1451, 1911) is the last building on Albany Street, F. W. Webb/Braman & Dow Pipe and Valve Building at 237 Albany Street (MHC 12836, ca. 1910). The 2-story, L-shaped, 6-by-4-bay, brick masonry building is articulated by prominent brick segmental-arch windows openings containing paired single-light, fixed sash replacement windows with brick trim, and segmental-arch doorways containing replacement metal-and-glass doors. 1-story additions extend from the south and west elevations and contain service entrances consisting of metal, roll-up doors. The building is in fair condition, and is a modest example of an industrial building in the South End area.

Further north in the area, East Berkley Street is perpendicular to Albany Street. 240 East Berkley Street (MHC 1466, ca. 1890) is a 5-story, rectangular, flat-roof brick masonry building. The east and west elevations are blank except for painted advertisements on the east. A 3-bay offset extension with a chimney has been added to the north elevation. The facade is articulated by a corbeled cornice and contains a 2-story, full-width, cast metal storefront (blocked on the first story). A band of 1/1 double-hung windows occupies the second story. The main entrance is in the westernmost bay of the facade and consists of a modern metal-and-glass entry in original recess with wood trim and paneling, with a raised loading dock located to the west. Remaining window openings in the third through fifth stories are a combination of rectangular and segmental-arch with 1/1 replacement double-hung sash. 240 East Berkley Street is in fair condition and is typical of industrial buildings in the South End area, and is notable for its prominent two-

INVENTORY FORM CONTINUATION SHEET**Community:**
Boston**Property Address:****Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125****Area(s)**
South End**Form No.**
(see area data sheet)**ARCHITECTURAL DESCRIPTION (*continued*)**

story cast-iron storefront.

North of East Berkley Street is Traveler Street, also perpendicular to Albany Street. Summerfields Self Storage Building at 33 Traveler Street (MHC 1484, ca. 1890) is an 8-story, rectangular, brick masonry building with blank elevations on the east, west, and south. The most notable features to this building are a painted mural on the east elevation and a large sign reading "SUMMERFIELDS SELF-STORAGE" on the west elevation. Rectangular window openings with concrete sills and keystones on the north elevation have been blocked. Main entrance is contained in the north elevation consisting of a recessed glass-and-aluminum door protected by a roll-up door. The north elevation also contains a service entrance with two, metal 2-leaf doors. 33 Traveler Street is in good condition and is a taller example of the common building type containing the materials and features typical of the area.

At the northwest corner of the area, 100-112 Shawmut Street (MHC 12846, ca. 1915) is a rectangular, concrete-and-steel-frame, 6-story, 7-by-7-bay, flat-roof, brick-clad building. The elevations are articulated at the corners by towers projecting slightly and protruding above the cornice line, concrete and brick segmental arches, and decorative concrete castings. The frame construction allows for full-bay-width windows with concrete lintels and sills, now filled with multi-light replacements with hopper-type openings. These are segmental-arch on the sixth story, rectangular on the remaining. Full-height piers run between the windows. Main entrances are placed in the northwest tower and consist of metal-and-glass doors. The south elevation contains a loading dock and fire door. 100-112 Shawmut Street is in excellent condition, and is an excellent example of an early, decorated, daylit, concrete-and-steel-framed manufacturing/warehouse building. It is a type unique to this area, and found in abundance in the C Street Area (MHC RU).

HISTORICAL NARRATIVE (*continued*)

in the last quarter of the 19th century, after the fire in 1872, was concentrated in the South End and consisted of those buildings along, and in the vicinity of, Harrison Avenue (MHC 1980:16).

Joseph F. Paul relocated his planing mill to Albany Street in 1872, constructing the present mill building at 365 Albany Street (MHC 1451, 1911) over the foundation of his earlier mill in 1911. Designed by architect Samuel D. Kelley, the building housed the Joseph F. Paul & Co. until around 1930. Since that time the building has been occupied by a number of small industrial operations (Stott 1983 [*Joseph F. Paul & Co.: Bay State Moulding Mills*]).

Further south on Albany Street, the F. W. Webb/Braman & Dow Pipe and Valve Building at 237 Albany Street (MHC 12836, ca. 1910) is an example of an industrial building occupying a location close to port facilities once extant along Albany Street.

One of most-prevalent industries in the South End was piano making, begun as an outgrowth of Boston furniture-making activities in 1806 by Benjamin Crehore, with several manufacturing advancements developed in the area in the first third of the 19th century, such as Babcock's patent for a cast-iron piano frame in 1825 (MHC 1980:12). Later, in 1837, Jonas Chickering patented the single-casting iron frame, allowing for pianos to remain in tune. Further patents made for additional gains in the piano manufacturing

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Area(s)
South End**Form No.**
(see area data sheet)**HISTORICAL NARRATIVE** (*continued*)

industry. Because of its close connection to cabinet and woodworking activities, the factories required easy access to waterfront lumberyards located along Harrison Avenue and later Albany Street (no longer extant). Chickering moved his operation to the South End at 791 Tremont Street (outside survey area), in 1855. By that date there were 20 firms producing almost \$1 million worth of pianos each year (MHC 1980:18). In addition to further innovations in manufacture and design, poorly-paid immigrants supplied labor for the factories, helping piano-making to become the South End's largest industry by 1860 (MHC 1980:19). Later in the century, Emerson and Everett constructed notable large brick piano factories in the South End (MHC 1980:24), at 520-524 Harrison Avenue (MHC 1475, 1882) and later at 560 Harrison Avenue (MHC 1478, 1891) and 495 Albany Street (outside survey area), respectively (MHC 1980:29). The bulk of the construction of piano factories took place between 1890 and 1910 (Stott 1982 [*Historic and Archaeological Resources of the Boston Area*]).

One of the earliest industrial buildings extant in the survey area is the James L Building at 434 Harrison Avenue (MHC 1472, ca 1880), most likely associated with piano manufacturing

The Emerson Piano Co.: Randolph Street Factory at 520-524 Harrison Avenue (MHC 1475, 1882) is an example of the prevalent piano industry and the wide showroom storefronts it contains are evidence of the piano and furniture business along Harrison Avenue. The company was founded in 1849 and began to develop significantly after 1854. Formerly located on the corner of Albany and Wareham Streets, the company relocated to Randolph Street in 1879. The present building was an 1882 addition to that factory (no longer extant). Because of corporate expansion the company relocated in 1892 and the building later housed the A. M. McPhail Piano Company and the Hub Hosiery Mills. The building presently contains a number of smaller firms (Stott 1983 [*Emerson Piano Company: Randolph Street Factory*]).

The company relocated to the Emerson Piano Co.: Waltham Street Factory at 560 Harrison Avenue (MHC 1478, 1891). Designed by architect Alonzo S. Drisko, who had an office in Reed' Block (MHC 12838, 1880-1881), it was described as "one of the largest and most completely equipped establishments for the manufacture of pianos in the world." The company remained in this building until moving to the Everett Piano Co. on Albany Street (outside survey area) in 1922. Mason and Hamlin manufactured pianos here until about 1927 when the building was subdivided for smaller concerns (Stott 1983 [*Emerson Piano Company: Waltham Street Factory*]). Now used for commercial and residential purposes, it has benefited from adaptive reuse common to this area.

Additional buildings associated with the trade are Bacon's Building/Roger's Upright Piano Co. at 486-496 Harrison Avenue (MHC 12842, 1875). Charles Roger patented a new string action for upright pianos, combined his efforts with Charles H. Bacon, president and founder of the Boston Music School, and founded the Roger's Upright Piano Company in 1875, constructing the present building the same year. The central passageway was constructed to reach a lumber-storage area to the rear of the building. The company folded in 1889 and has since housed a variety of small woodworking firms (Stott 1883 [*Rogers Upright Piano Company ("Bacon's Building")*]).

An expanding business district that began to accommodate commercial uses in the late-19th century sparked further residential development in the South End. The rise of commercial activity in the area

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Boston**Property Address:****Massachusetts Historical Commission
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Boston, Massachusetts 02125****Area(s)**
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(see area data sheet)**HISTORICAL NARRATIVE (continued)**

can be seen along Harrison Avenue and side streets by the remains of storefronts such as those extant on the facade of Reed's Block (MHC 12838, 1880) and other buildings along the avenue (MHC 1980:22). The piano making industry began a steady decline after 1920 due to new forms of entertainment, such as the automobile and the cinema (MHC 1980:28).

Non-piano concerns were also located in the area, one notable example was Reece's Block at 500-502 Harrison Avenue (MHC 1474, ca. 1881). Between 1877 and 1880, John C. Reece invented an improved buttonhole machine an important innovation for the women's garment and shoe industries. The Reece Buttonhole Machinery Co. was founded in 1881 and by 1893 the factory was said to be one of the largest of its kind in the world. The present building was constructed around 1896 and remained at this location until the 1950s. Since that time it has been occupied by a number of industrial firms (Stott 1983 [*Reece Buttonhole Machine Co.*]).

The Goodyear Shoe Machinery Building constructed a plant at 443 Albany Street (MHC 1452, 1897) in 1897, a year after the Reece Buttonhole Machinery Co. Factory opened in Reece's Block at 500-502 Harrison Avenue (MHC 1474, 1896). Goodyear manufactured welting for shoes and garments at this location until merging with two other companies to form the United Shoe Machinery Co. in 1900. Although relocating to Beverly in 1905, the firm maintained ownership of the Albany Street factory until after World War I (Stott 1983 [*Goodyear Shoe Machinery Company*]).

Reed's Block at 460 Harrison Avenue (also 385 Albany Street) (MHC 12838, 1880) is an example of an industrial building designed for the express use of small industrial firms. Constructed in 1880, the building was named in honor of Gideon F. T. Reed, a former Paris partner of Tiffany, Reed & Co., jewelry manufacturers. Among notable early tenants was John Reece who later constructed Reece's Block at 500-502 Harrison (MHC 1474, 1896) for his buttonhole-machinery business. Upon its completion, it was said to be "the longest building in the city" and "the only complete building yet erected in Boston expressly for manufacturing." The building continues to be occupied by small industrial firms (Stott 1983 [*Reed's Block*]).

100-112 Shawmut Street (MHC 12846, ca. 1890) is located just on the edge of downtown Boston and illustrates the continued movement of manufacturing industries out of downtown to the periphery of Boston Proper in the late-19th and early-20th centuries. Other buildings such as Thayer Street Art & Industry Building at 450 Harrison Avenue (MHC 12837, ca. 1920), and the adjacent 43-54 Paul Sullivan Way (MHC 12845, ca. 1890), 536 Harrison Avenue (MHC 12843, ca. 1910), and Decore Upholstering Building at 477 Harrison Avenue (MHC 12840, ca. 1900) were constructed to take advantage of the existing industrial infrastructure offered by the established piano manufacturing trade. More non-descript, warehouse buildings such as 240 East Berkley Street (MHC 1466, ca 1890) and Summerfields Self Storage Building at 33 Traveler Street (MHC 1484, ca. 1890) are also examples of peripheral industrial activities.

By the turn of the century, very little industry remained in Boston Proper, with two exceptions, the area east of Harrison Avenue, centered on the Boston Elevated Railway Co., Central Power Station at 540A Harrison Avenue (MHC 1477, 1892), and the North End in the area immediately south of Causeway Street. The Central Power Station took over property formerly occupied by the Hinckley locomotive works (MHC 1980:24), and was constructed as part of the West End's new electric street railway service (Stott 1983

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South End**Form No.**
(see area data sheet)**HISTORICAL NARRATIVE** *(continued)*

[*Central Power Station*]]. The original West End Street Railway was powered by 550-volt, direct-current, track-return system. The Central Power Station was begun in 1889, less than 10 months after the opening of the West End Street Railway in January of that year. It was designed by Boston architect William G. Preston, a graduate of the Ecole des Beaux Arts in Paris. Preston began his architectural practice in Boston in the early 1860s, and was prominent professionally in the late 19th century. Among the other buildings he designed in Boston were the State Charitable Mechanics' Association Building, the New England Museum of Natural History, the Cadet Building on Columbus Avenue, and the Boston University School of Law (Withey 1970:486-487). The station was designed in 1890, late in Preston's career. The first half of the station opened in 1892. At that time, the station's steam capacity was planned at 26,000 horsepower, and was reportedly largest electric power house in the world (Shaw 1890: 407). However, by September 1892, when opened, the station's steam capacity was at 12,000 horsepower, reaching 14,320 horsepower by 1894. Set back from the streetline, the building's planners had anticipated enlarging the building to double the original size, however only the boilerhouse to the rear (E) was enlarged. This addition is no longer extant, but its shadow exists on the north bay of the east elevation. (Stott: 1983 [*Central Power Station*]).

The station originally housed six, triple-expansion Reynolds-Corliss engines, belt-connected to four rows of 500 horsepower, Thompson-Houston generators in the center section. However, the rapid changes in the technology of electricity generation in the 1890s prompted modifications to the equipment. Pearson designed America's first direct-connected power station for a street railway in Brooklyn. In 1896, the West End company took advantage of this innovation at the Central station by connecting the generators directly to the shafts of the engines' 28-foot-diameter flywheels, which made room for three additional steam engines. These alterations allowed the closing of the Allston station, which was expensive to run. The station was again altered in 1898-1899 when a vertical, direct-connected Corliss engine was added with the capacity of 4,200 horsepower. By 1904 the station was equipped with the original six engines, plus two, 2,000-horsepower, horizontal, cross-compound condensing engines, and the one 4,200 horsepower engine (Stott: 1983 [*Central Power Station*]).

By 1904, the station had a capacity of 14,400 kilowatts, comprising about 40 percent of the system's total capacity. The station continued generating power until 1911, when it was replaced in 1911 by the new alternating-current central station in South Boston located at 696 East 1st Street (MHC 6753, 1911). Since this time the central station has served the MBTA as a maintenance facility. No original equipment survives on-site (Stott 1983 [*Central Power Station*]).

Next door to the power station, 552 Harrison Avenue (MHC 12844, ca. 1915) was constructed as a vehicle maintenance shop, similar in form to 471 Harrison Avenue (MHC 12839, ca. 1915). Both reflect the growing presence of machine-shop facilities along Harrison Avenue. 552 Harrison Avenue is now used by the MBTA as a maintenance facility, while 471 Harrison Avenue continues in its original function as a machine shop.

BIBLIOGRAPHY and/or REFERENCES *(continued)***Maps**

McIntyre, *Map of the City of Boston and Immediate Neighborhood*. Boston and Philadelphia, 1852
 Sampson, Davenport & Co., *Map of Boston*. Boston, MA, 1848 and 1866.

INVENTORY FORM CONTINUATION SHEET**Community:**
Boston**Property Address:**

Massachusetts Historical Commission
 Massachusetts Archives Facility
 220 Morrissey Boulevard
 Boston, Massachusetts 02125

Area(s)
South End**Form No.**
(see area data sheet)**AREA DATA SHEET**

Buildings and sites are listed in alphabetical order by street.

MHC#	WARD/ PARCEL	ADDRESS	DATE	STYLE/Form	OUT BLDG	TYPE
12836 12812		Brahman & Dow Pipe and Valve/F. W. Webb Building 237 Albany Street	ca. 1910		none	B
1451		Joseph F. Paul & Co. Building 365 Albany Street	1911		none	B
1452		Goodyear Machinery Co. Building 443 Albany Street	1897		none	B
1466		240 East Berkley Street	ca. 1890		none	B
1472		James L. Jenks Building 434 Harrison Avenue	ca. 1880		none	B
12837		Thayer Street Art and Industry Building 450 Harrison Avenue	ca. 1920		none	B
12838		Reed's Block 460 Harrison Avenue	1880		none	B
12839		471 Harrison Avenue	ca. 1910		none	B
12840		Decore Upholstering Building 477 Harrison Avenue	ca. 1900		none	B
12841		485 Harrison Avenue	ca. 1890		none	B
12842 14173		Bacon Building/Roger's Upright Piano Company 486-496 Harrison Avenue	1875		none	B
1474		Reece's Block 500-502 Harrison Avenue	1896		none	B

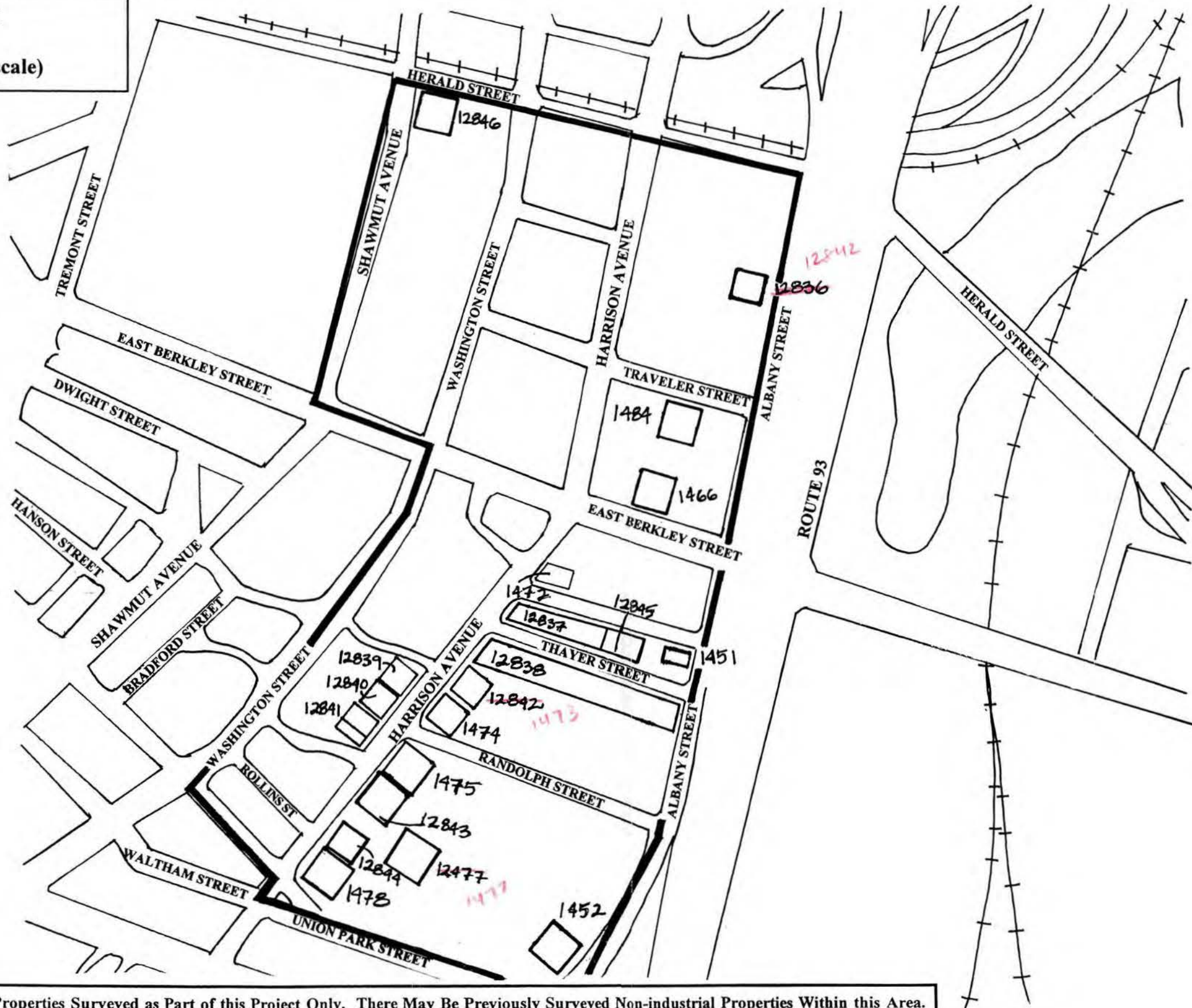
INVENTORY FORM CONTINUATION SHEET**Community:**
Boston**Property Address:**

Massachusetts Historical Commission
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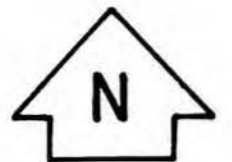
Area(s)
South End**Form No.**
(see area data sheet)

MHC#	WARD/ PARCEL	ADDRESS	DATE	STYLE/Form	OUT BLDG	TYPE
1475		Emerson Piano Co. Randolph Street Factory 520-524 Harrison Avenue	1882		none	B
12843		536 Harrison Avenue	ca. 1910		2	B
12477 1477		Boston Elevated Railway Co. Central Power Station 540A Harrison Avenue	1892		none	B
12844		552 Harrison Avenue	ca. 1915		none	B
1478		Emerson Piano Co. Waltham Street Factory 560 Harrison Avenue	1891		none	B
12845		43-54 Paul Sullivan Way	ca. 1890		none	B
12846		100-112 Shawmut Avenue	ca. 1915		none	B
1484		Summerfield's Self Storage Building 33 Traveler Street	ca. 1890		none	B

South End Area RK
Boston Proper
Sketch Map (not to scale)

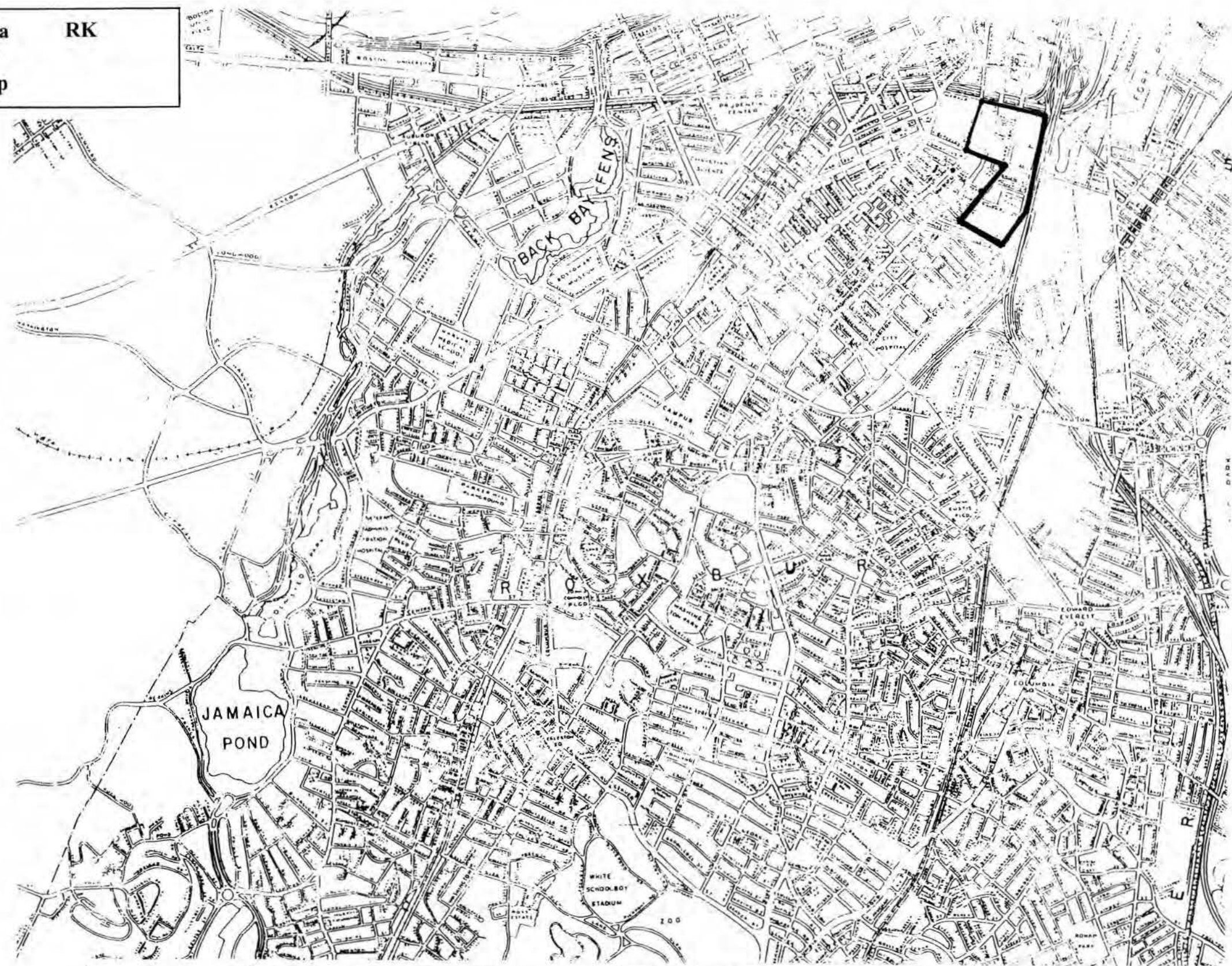


Map Shows Industrial Properties Surveyed as Part of this Project Only. There May Be Previously Surveyed Non-industrial Properties Within this Area.

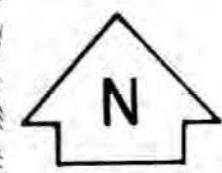


South End Area
Boston Proper
Locational Map

RK



See Individual Area Sketch Map for Exact Area Boundaries and Individual Building Locations.



Massachusetts Historical Commission
 Massachusetts Archives Facility
 220 Morrissey Boulevard
 Boston, Massachusetts 02125

Community:
 Boston

Property Address:

Area(s)
 South End

Form No.

National Register of Historic Places Criteria Statement Form

Check all that apply:

☐ Individually eligible ☐ Eligible only in a historic district
☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by The Public Archaeology Laboratory, Inc., August 1997

The criteria that are checked in the above sections must be justified here.

The South End area possesses integrity of location, design, setting, materials, workmanship, feeling, and association. The area is characterized by the consistent appearance of a limited number of architectural forms and modes of late-nineteenth and early-twentieth-century manufacturing buildings, and a prominent history of furniture and piano-making. Its architectural form, age, and setting are all important elements of its local significance. It meets criteria A and C of the NRHP. Its period of significance extends from 1875 to 1947. Additional historical research will be required to complete a nomination.

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Community:
 Boston

Property Address:
 540A Harrison Avenue

Area(s)
 South End

Form No.

National Register of Historic Places Criteria Statement Form

Check all that apply:

☒ Individually eligible ☐ Eligible only in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by The Public Archaeology Laboratory, Inc., August 1997

The criteria that are checked in the above sections must be justified here.

The MBTA Central Power Station possesses integrity of location, design, setting, materials, workmanship, feeling, and association with the public transportation system in Boston. The power station is unique in the South End and in Boston as an early electrical power plant, and one that incorporated Romanesque and Gothic Revival forms and details as part of an architectural solution to creating a large enclosed space for machinery. It is also significant for its association with the early advances in electrical power transmission that took place there. Its architectural form, age, and setting are all important elements of its local significance. It meets criteria A and C of the NRHP. Its period of significance extends from 1892 to 1947. Additional historical research will be required to complete a nomination.

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.2050
Historic Name:	Stone and Webster Building
Common Name:	
Address:	245 Summer St Dorchester Ave
City/Town:	Boston
Village/Neighborhood:	Central Business District; Wholesale
Local No:	0305364005
Year Constructed:	
Architect(s):	Aberthaw Construction Company; Becket, Welton and Associates; Gensler Associates; Pressley Associates
Architectural Style(s):	Not researched
Use(s):	Bank; Business Office; Commercial Block
Significance:	Architecture; Commerce; Economics; Landscape Architecture
Area(s):	
Designation(s):	
Building Materials(s):	Roof: Synthetic Other Wall: Metal, Undetermined; Glass; Steel



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on:

Monday, January 11, 2016 at 5:35: PM

BOSTON LANDMARKS COMMISSION Building Information Form Form No. Area OBDADDRESS 245 Summer St. COR. Dorchester Ave.NAME Stone & Webster Building
present originalMAP No. 24N/13E SUB AREA WholesaleDATE 1973 permit 5-13-1973
sourceARCHITECT Welton Becket & Assoc., N.Y.C. permit
sourceBUILDER Aberthaw Construction Co. permit
sourceBRA
OWNER Cabot, Cabot & Forbes Co.
original presentPHOTOGRAPHS *345/5-80TYPE (residential) single double row 2-fam. 3-deck ten apt.
(non-residential) Bank and officesNO. OF STORIES (1st to cornice) fourteen plus ROOF flat cupola dormersMATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl
(Other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION

International style steel frame office block with metal and glass skin. Pedestrian level recessed behind piers, and upper levels present sheer facade. Continuous fenestration creates ribbon effect across facades.

EXTERIOR ALTERATION minor moderate drastic CONDITION good fair poor LOT AREA sq. feetNOTEWORTHY SITE CHARACTERISTICS Freestanding structure faces new Federal ReserveBank Building, and is flanked by South Station and Fort Point Channel.

SIGNIFICANCE (cont'd on reverse)

Like the new Federal Reserve Bank Building, the Stone and Webster Building has effectively extended the financial area into the South Station area. Because of its relatively low profile and uncomplicated facades, it presents a non-competing backdrop for the monumental, Classical Revival South Station Headhouse.

Welton Becket and Assoc., a New York based firm, also designed the new Blue Cross/Blue

Moved; date if known _____

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transportation	_____
Communication	_____	Political	_____		
Community/ development	_____				

Significance (include explanation of themes checked above)

Shield Building at 100 Summer St., as well as the Center Plaza Building, a notable design which "creates a forecourt for the Suffolk County Courthouse." ¹

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. Architecture Boston, 1976, p. 16.
2. Building Dept. Records.

**INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE**

ADDRESS ON BLC BUILDING INVENTORY FORM:
245 Summer Street

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

Area Form No.
CBD BOS.2050

EXISTING STATE REGISTER DESIGNATIONS

DESIG CODE	DATE	NAME
none		

MAJOR CHANGES OR CORRECTIONS TO PAGE 1 BASE INFORMATION

Assessors Parcel ID: 0305364005
Assessors Address: 245 Summer Street

ADDITIONAL ARCHITECTURAL DESCRIPTION

The rectangular building footprint is cut away at the NW and SE corners, with the back volume of the building 2 stories higher than, and overlapping the top of, the front section. Ground-level renovations include a narrow planted setback and granite steps leading to a granite-paved platform at entry level; steel-clad cylindrical columns forming an arcade along the Summer St and Dorchester Ave facades; a metal-framed canopy with a flat glazed roof at the NW and NE building edges; and full-height window walls at the front of the building. The main entrance to the office levels is in the recessed NW corner of the building; a landscaped courtyard occupies the front and side setbacks at this corner. A secondary entrance, accessing the ground-level restaurant, is located at the NE corner of the structure, and fronts a small landscaped plaza along Dorchester Ave. Upper levels are clad in metal sheathing with 4 vertical windows per bay in the same plane. Each bay features a narrow recessed panel beneath the window band, providing 3-dimensional relief along with a very thin, continuous vertical reveal between the bays.

ADDITIONAL HISTORICAL NARRATIVE

Stone & Webster, established in 1893 by MIT graduates Charles Stone and Edwin Webster, was a national leader in electrification and power generation, and provided services in engineering, construction, environmental remediation, infrastructure, and plant operation for industrial clients. The company was bought by the Shaw Group in 2000, and 245 Summer Street was sold to Fidelity Investments, a large financial services company that then employed nearly 13,000 people in Massachusetts. Interior and exterior renovations, ca. 2000-2005, were designed by Gensler Associates. The landscape architectural firm Pressley Associates won the 2007 BSLA Merit Award for Urban Design for the building's plazas and green rooftop.

Los Angeles-based architect Welton Becket (1902-1969) was affiliated from 1935-49 with Wurdeman and Becket, whose best-known work includes the Pan-Pacific Auditorium (1935) in LA and Bullocks Pasadena, an early post-World War II suburban department store, both in Moderne styles. Welton Becket & Associates (1949-87) became known for civic, corporate, and commercial buildings, typically in mid-century Modern and International styles. The company had offices in San Francisco, New York, Houston, and Chicago, and was one of the largest architectural firms in the country; it is now part of the architecture, engineering, and construction firm Ellerbe Becket.

Welton Becket & Associates' most notable projects are in the Los Angeles area, and include master planning for UCLA (1948-68), Lever Brothers Soap Factory (1951), Capitol Records Tower (1954-56), Cinerama Dome (1963-64), and the Los Angeles Music Center, (1964-69), which contains the Dorothy Chandler Pavilion, Mark Taper Auditorium, and Ahmanson Theater. In Massachusetts, the firm's only known buildings are 245 Summer Street (BOS.2036), Center Plaza (BOS.1645) and the Blue Cross/Blue Shield Building at 100 Summer St (BOS.2035). 245 Summer Street is a modest example of the firm's work; its relationship to the street has been strengthened by the active and engaging pedestrian edge provided by the 21st century renovation.

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www.pressleyinc.com Accessed 5/26/2009.

www.gilbanebuilding.com Accessed 5/26/2009

Business Wire, Dec. 3, 1999. www.thefreelibrary.com Accessed 5/26/2009

Recorded by: W. Frontiero and L. Smiledge

Organization: BLC

Date: June 2009

Continuation sheet 1

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INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE

ADDRESS ON BLC BUILDING INVENTORY FORM:
245 Summer Street

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

Area Form No.
CBD BOS.2050

<http://company.monster.com> Accessed 5/26/2009

<http://en.wikipedia.org> Accessed 5/26/2009

Gebhard, David, and Robert Winter. *A Guide to Architecture in Los Angeles & Southern California*. Salt Lake City: Peregrine Smith, 1977.

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INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

ADDRESS ON BLC BUILDING INVENTORY FORM:
245 Summer Street

Area Form No.
CBD BOS.2050

SUPPLEMENTARY IMAGES and LOCATIONAL INFORMATION



Assessors Map



Dorchester Ave. and Summer Street facades



Ground floor detail – Dorchester Ave.

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.1694
Historic Name:	U. S. Post Office - General Mail Facility
Common Name:	U. S. Parcel Post Building - South Postal Annex
Address:	25 Dorchester Ave
City/Town:	Boston
Village/Neighborhood:	Central Business District; Wholesale
Local No:	0305365000
Year Constructed:	
Architect(s):	Abbott; Coolidge, Shepley, Bulfinch; Eken Inc.; Main, Charles T. Company; Perry, Dean, Stahl and Rodgers; Simon, Louis Adolf; Starrett Brothers; Tilney, Bradford S. Associates
Architectural Style(s):	Altered beyond recognition; Classical Revival; Not researched
Use(s):	Post Office
Significance:	Architecture; Politics Government
Area(s):	
Designation(s):	



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Commonwealth of Massachusetts
Massachusetts Historical Commission
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This file was accessed on:

Thursday, February 21, 2013 at 1:57: PM

rehab 1977



ADDRESS 25-35 Dorchester COR.
 NAME U.S.P.O. South Postal Annex & Addition
 present original
 MAP No. 24N/13E SUB AREA Wholesale
 DATE Addition: 1966 permit 9-29-66
 source
 ARCHITECT Addition: Pederson & Tilney permit.
 source
 BUILDER Addition: McCloskey-Leasell "
 source
 OWNER Post Office/U.S. Government
 original present
 PHOTOGRAPHS 34⁵/6, *34⁶/1-80

TYPE (residential) single double row 2-fam. 3-deck ten apt.
 (non-residential) U.S. Post Office

NO. OF STORIES (1st to cornice) 4 & 3 plus basement

ROOF flat cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl
 (Other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION 2 part structure. Original building rectangular, metal-clad box, grey in color, with horizontal white banding. Two, vertically parallel rows of aluminum ventilator ducts on facade. Yellow metal railing at roof. Addition is red brick & concrete box; concrete above-grade basement features entry bays recessed into facade. Horizontal concrete bands over 1st & 2nd levels.

EXTERIOR ALTERATION minor moderate drastic

CONDITION good fair poor LOT AREA sq. feet

NOTEWORTHY SITE CHARACTERISTICS extends along Fort Point Channel

SIGNIFICANCE (cont'd on reverse)

Structures do not contribute architecturally to surrounding area.

There is no permit available for the original structure. It was probably constructed in the 1950s.

Moved; date if known _____

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community/	_____	Political	_____	Transportation	_____
development	_____				

Significance (include explanation of themes checked above)

Preservation Consideration (accessibility, re-use possibilities, capacity
for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's
records, early maps, etc.)

1. Building Dept. Records.

Historic, Architectural & Archeological Significance Survey

17-100-0002
W-10-2010

1. General Information

1694

a. Facility Name United States Post Office	b. Historic/Original Name United States Post Office	
c. Finance/Subloc. No.	d. Site Size (Sq. Ft.) 103,840 square feet	e. Lot, Block Lot 5365, Block 5
f. Property Address (Include county & ZIP code) General Mail Facility 25 Dorchester Avenue (Suffolk County) Boston, Ma. 02205 - South Postal Annex	g. Building Size (Sq. Ft.) 103,840 square feet	h. Building Size (Dimensions) 590'-0"x176'-1 3/8"
j. Address of Office with Building Records (Name and address of field office, region, etc. with official file.) U.S. Postal Service 1050 Waltham St., Lexington, Ma. 02173	i. Is Building Open to Public? Yes	
	k. Original Use of the Building Post Office	
	l. Present Use Post Office	

2. Property Appearance

a. Description of General Area (Describe neighborhood, historic district, land use & direct or indirect effect upon other building of historic interest. If more space is needed, attach additional sheets.) The General Mail Facility is located in a very diverse area of the City of Boston. Within the general vicinity are office buildings, warehouse buildings, retail facilities, banking, a major transportation center and the Fort Point Channel. The channel is an historic area being the site of the Boston Tea Party. Across the channel are other warehouses and retail units and the recently conceived Children's Museum which is an excellent example of adaptive reuse.
b. General Condition of Property (Site and Building) The site on which this Postal Facility is located is totally covered with the building. Dorchester Avenue which runs along the East side (front) of the site has been taken for use by the Postal Department. Therefore, there is no substantial landscaping area. But on the North side of the site between the building and the Stone and Webster offices, some unused land does exist that could perhaps be planted, paved, and utilized. The property is well maintained and is in very good condition.
c. Description of Building Material (Roofs, walls, foundation, interior features, floor and ceiling, etc.) The renovated General Mail Facility now has a aluminum panel skin. At the entrance on the first floor the East facade has floor to ceiling glass and the North wall consists of a corrugated metal panel in a half arch configuration with a vaulted skylight cutting through at the two o'clock position. The majority of the aluminum panel is a dark bronze and there are horizontal bands of varying widths at different levels around the building. At four locations along the East elevation, there are protrusions through the skin that appear to be vents for the work areas. At the fourth floor level are the only windows that remain in the***
d. Description of Floorplan (Attach drawings if available.) SEE ATTACHED PLAN. ***rehabilitated structure. They are paired, in most instances, and are shaped to resemble port holes. The West facade for the most part is concealed from view by train tracks and canopies. The lobby is done in the same style as the exterior. The floor is 1" x 1" ceramic tile and the base is painted steel plate. The walls are dark bronze aluminum panels to match the exterior. Signage in the lobby is very well executed. White lettering on blue aluminum panels hang over both the self-serve and service counters. The service counters and writing tables are finished with a wood grain plastic laminate.
e. Description of unusual or unique subterranean features (Basement, tunnels, vaults, shelters, etc.) Partial basement.

3. Architectural History

a. Date Designed 1933-1934	b. Date Construction Began 1934	c. Date Building Completed 1935	d. Date Restored/Renovated Addition Annex 1972-1973 Renovation 1977-1978
e. Original Owner (Name & Biographical Data) United States Treasury Department		f. Original Builder (Name & Biographical Data) Starret Bros. & Eken, Inc.	
g. Original Architect (Name & Biographical Data) Louis A. Simon, Supervising Architect Coolidge Shepley Bulfinch & Abbot Charles T. Main (Engineers)		h. Other Significant Participants (Names, relation to building, biographical data)	
i. Restoration Architect or Designer (if building has been restored/renovated) Bradford S. Tilney Assoc., Architect - Addition; Perry Dean Stahl & Rodgers - Renovation			

4. Architectural Significance

Identify type, period, method of construction, artistic value, significant and distinguishable entity (See National Register criteria, 36 CFR 60.4, Criteria for Evaluation).

The steel frame of this structure originally had a brick skin in a Neo-Classical style. Presently, the facade of the structure is a "high tech" aluminum panel with naval origins. This design continues throughout the public areas with an "exterior" corridor constructed of a corrugated metal and vaulted skylight.

5. Historical Significance

Identify the broad patterns of American history (National, state or local level) or historic persons with whom the property is associated. (See National Register Criteria.)

None known.

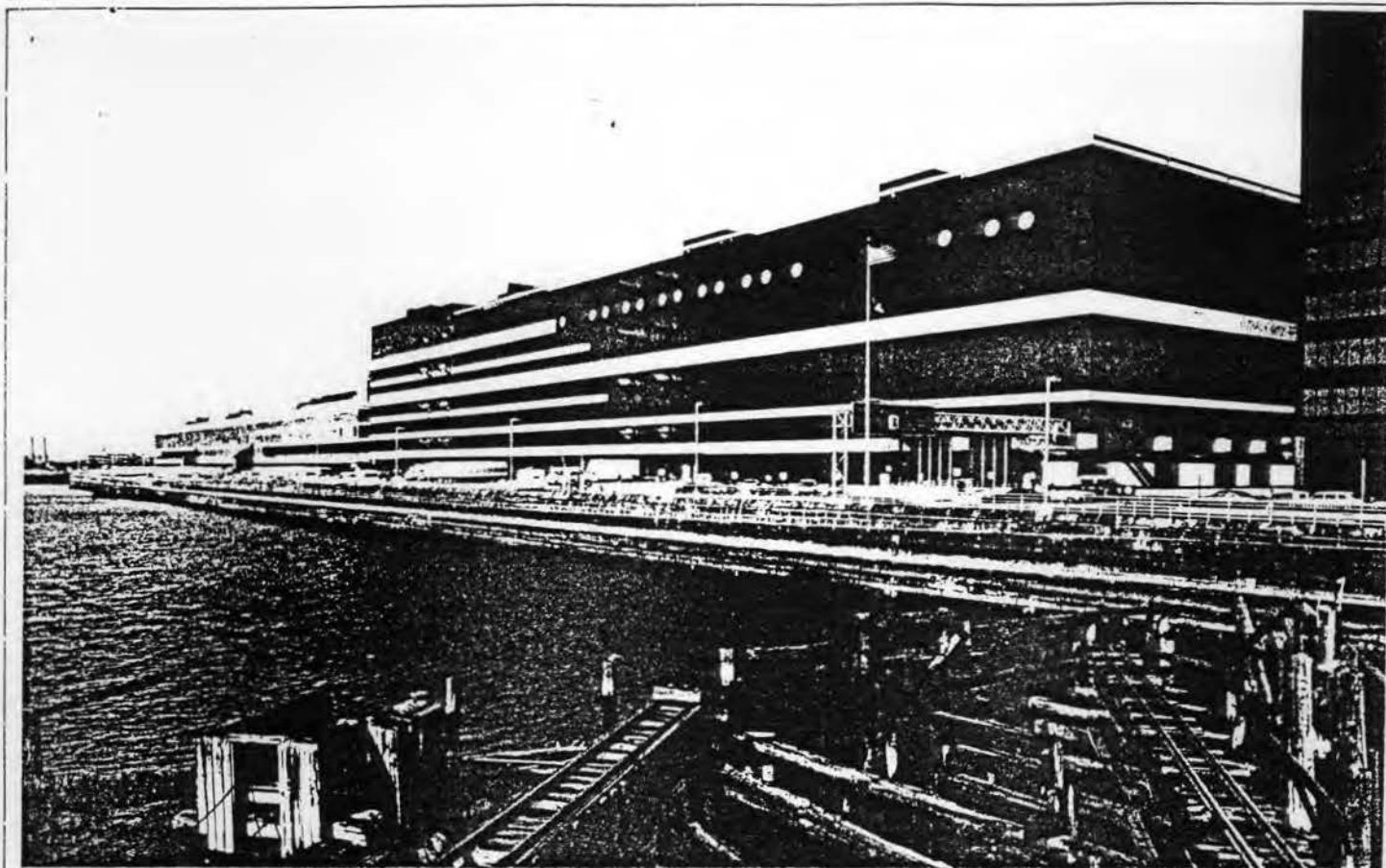
6. Conclusion and Recommendation

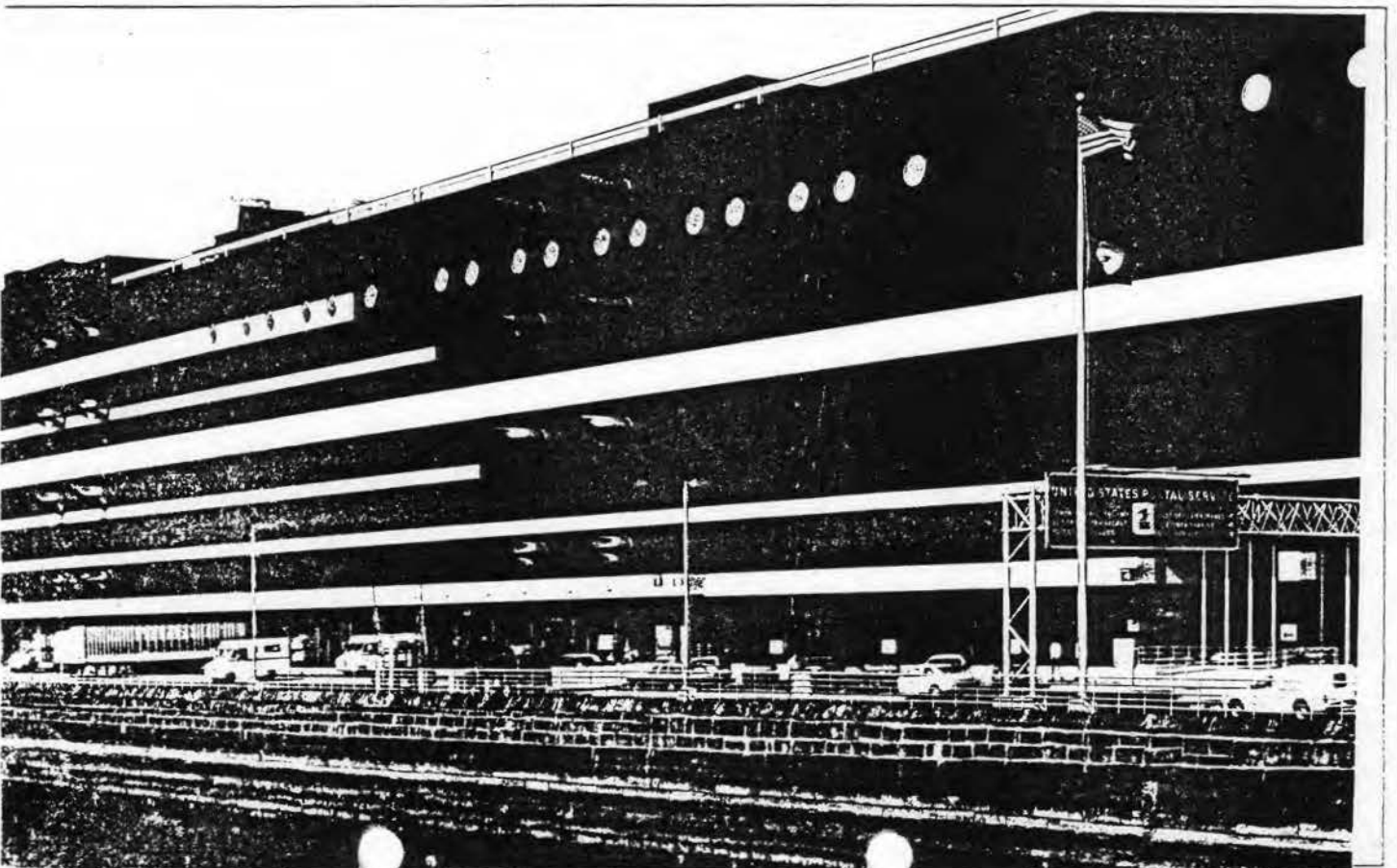
Should this property be nominated to the National Register? ☐ Yes ☒ No

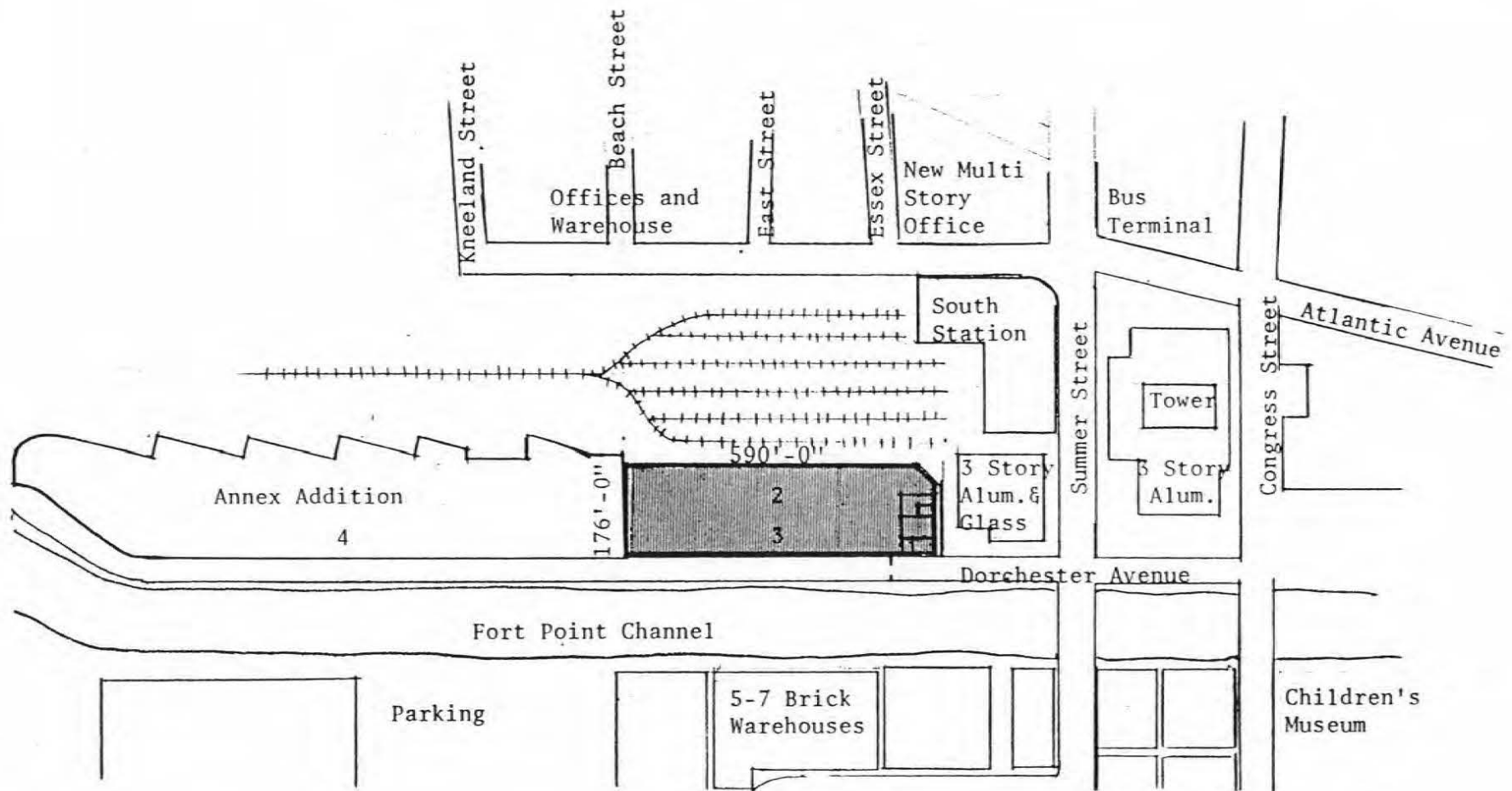
Give a brief statement to support your recommendation.

Extensive renovations and "rehabilitation" have completely obliterated the original structure and, therefore, any consideration of recommendation would be unrealistic.

Prepared by SULLIVAN DESIGN GROUP, INC.		Final Recommendation by	
Signature Michael A. Cronin		Signature	
Title Project Coordinator	Date August 5, 1983	Title	Date







INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE

ADDRESS ON BLC BUILDING INVENTORY FORM:
25-35 Dorchester Ave.

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

Area Form No.
CBD BOS.1694

EXISTING STATE REGISTER DESIGNATIONS

DESIG CODE	DATE	NAME
none		

MAJOR CHANGES OR CORRECTIONS TO PAGE 1 BASE INFORMATION

Assessors Parcel ID: 0305365000
Assessors Address: 25 Dorchester Ave.
Architect: Perry Dean Rogers & Partners (1980 renovation)

ADDITIONAL ARCHITECTURAL DESCRIPTION

Recent review of the building permits suggests that the southern section of this facility, the South Postal Annex Addition, was permitted in 1966-67, and the northern section is a renovation of a pre-existing structure. (The 1980 survey form notes "rehab 1979", which is consistent with the architectural style.) The 3-story, southern structure is constructed of brick, with loading docks at ground level on the east (Dorchester Ave.) elevation and irregular fenestration. Two narrow, angled projections in the center of the building (extending from the second floor to grade) appear to be stairs. Stepped-back penthouse levels at the northern end of this structure contain horizontal bands of windows and wide concrete bands at the top edge.

The northern building is clad in metal, with pairs of over-scaled vent pipes protruding from three levels of the southern end of the Dorchester Ave. (east) façade. A double-height entrance occupies the NE corner, featuring dark glass curtain walls framed by white metal-clad piers and lintels (some with bright blue panels) and a bright red, curved canopy over the revolving door. A small raised entry plaza contains concrete steps, low walls, and paving. Loading bays at the south end of this façade are protected by a flat metal canopy above. Single square windows are distantly spaced on the 2nd and 3rd levels, surmounted by circular windows on the top floor. Single square windows are employed on the short north wall, as well.

ADDITIONAL HISTORICAL NARRATIVE

A postal facility has existed on this site since at least the 1930s. A 1936 letter (regarding a fatal accident involving a glazier) describes "the new U.S. Parcel Post Building, in the rear of South Station." Presumably this was the northern section of the existing complex. The southern section—the South Postal Annex Addition—dates to the 1960s and was the work of the Boston architectural firm of Pedersen & Tilney. Its appearance and function are described in some detail in a letter to the Boston building commissioner in 1967:

"The building which will be located adjacent to and immediately south of the existing, federally owned Annex Facility on Dorchester Avenue, will be privately owned and leased to the Post Office Department on an annual rental basis for a period of 30 years. . .

"Essentially, this mail handling facility will be a two story reinforced concrete building with the latest Process Machinery equipment tied into the adjacent government owned facility. There will be a cafeteria located on a small portion of the second floor roof. Parking, storage rooms and maintenance shops will be provided in the basement.

"The new addition will be in operation twenty-four hours a day, seven days a week, and combined with the existing South Postal Annex will have approximately seven thousand postal workers. These workers will be continuously handling mail and will occupy the entire building.

"The first floor of this facility will have truck and rail platforms with large overhead doors, and stairways have been conveniently located adjacent to them in order to provide a quick egress to the outside." (ISD: Letter from Post Office Department, Washington, DC, to Boston's Building Commissioner, received March 8, 1967)

Recorded by: W. Frontiero and L. Smiledge

Organization: BLC

Date: June 2009

Continuation sheet 1

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**INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE**

ADDRESS ON BLC BUILDING INVENTORY FORM:
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Massachusetts Historical Commission
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Area Form No.
CBD BOS.1694

Perry Dean Stahl and Rogers, a large and prominent Boston firm, designed the renovation of the northern structure (the South Postal Annex). No building permits for this work have been found, but two sources attribute the alteration to 1980. The AIA's architectural guide notes that "the metal-clad South Postal Annex recalls a streamlined ocean liner of the 1920s. Until 1980 it was faced with brick. Refacing with insulating panels reduced its energy consumption." (Southworth: 92) The renovation was part of the South Station Urban Renewal Project.

The 1960s design is an undistinguished example of its style and period; the ca. 1980 renovation is an unusual example of the Post-Modern style in downtown Boston. Altogether, the postal facility contributes a prominent and important building edge to the Fort Point Channel waterfront.

BIBLIOGRAPHY and/or REFERENCES

City of Boston ISD. Building permits.

Miller, Naomi, and Keith Morgan. *Boston Architecture, 1975–1990*. Munich: Prestel-Verlag, 1990.

Southworth, Susan and Michael. *AIA Guide to Boston*. Guilford, Connecticut: Globe Pequot Press, 2008 edition.

**INVENTORY FORM B CONTINUATION SHEET
BOSTON CBD SURVEY UPDATE**

Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125

ADDRESS ON BLC BUILDING INVENTORY FORM:
25-35 Dorchester Ave.

Area Form No.
CBD BOS.1694

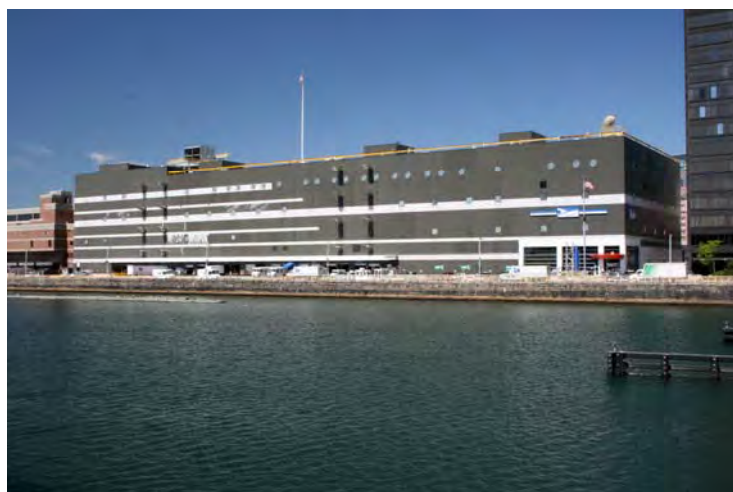
SUPPLEMENTARY IMAGES and LOCATIONAL INFORMATION



Assessors Map



Dorchester Avenue façade – South Postal Annex Addition (L) and South Postal Annex (R)



Dorchester Avenue façade - South Postal Annex



Ground floor detail

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.1722
Historic Name:	Weld Building
Common Name:	
Address:	265 Purchase St
City/Town:	Boston
Village/Neighborhood:	Central Business District; Financial
Local No:	0304379000
Year Constructed:	
Architect(s):	Norcross Brothers; Shepley, Rutan and Coolidge
Architectural Style(s):	Classical Revival
Use(s):	Business Office; Commercial Block; Restaurant
Significance:	Architecture; Commerce
Area(s):	
Designation(s):	



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Massachusetts Historical Commission
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This file was accessed on:

Thursday, January 31, 2013 at 4:34: PM

ADDRESS 172-180 Federal COR. 31-5 High St.
265-271 Purchase St.NAME Weld Building / same
present originalMAP No. 24N/13E SUB AREA FinancialDATE 1900 permit 3-6-1900
sourceARCHITECT Shepley, Rutan & Coolidge permit
source1987 rooftop addition: August Associates, Architect
BUILDER Norcross Brothers Centros Management, bld.
source managersOWNER Weld Estate
original presentPHOTOGRAPHS 17 4/5, 17 4/6* - 80TYPE (residential) single double row 2-fam. 3-deck ten apt.
(non-residential) stores & officesNO. OF STORIES (1st to cornice) five plusROOF flat cupola dormersMATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl
(Other) brick orange stone limestone concrete iron/steel/alum.BRIEF DESCRIPTION 16x9x14 bay Classical Revival commercial building, featuring central entry with polished granite Doric columns set in antis within granite enframement, supporting entablature with console brackets & surmounting wrought iron balustrade. 2nd level of stone, ornamented with round medallions & pendant swags flanking double windows at outer corners. Upper levels feature flanking 3-bay projecting pavillions with stone window enframements & projecting keystones. Central section has paired windows separated by projecting brick piers supporting stone entablature with
EXTERIOR ALTERATION minor moderate drastic modillioned cornice.
storefrontsCONDITION good fair poor LOT AREA 10,094 sq. feetNOTEWORTHY SITE CHARACTERISTICS Located at end of block, its 3 facades formally finished, all in similar fashion. Faces small landscaped brick plaza & Fiduciary Trust Building.

SIGNIFICANCE (cont'd on reverse)

Structure architecturally significant as work of major Boston architectural firm, as well as being handsome example of turn of the century Classical Revival style office building, and as being one of few remaining early structures in an otherwise much modified area.

George F. Shepley (1860-1903), Charles H. Rutan (1851-1914), & Charles A. Coolidge (1858-1936), all trained in the office of H.H. Richardson, their partnership serving as successor firm after his

changed to III
BLC 9/86

N- MHR 6/80

Moved; date if known _____

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	<u>x</u>	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transportation	_____
Communication	_____	Political	_____		
Community/ development	_____				

Significance (include explanation of themes checked above)

death in 1886. In 1892, they completed the Ames Building, then the highest structure in Boston, & opened an office on its top floor. The Chamber of Commerce Building was another significant early Boston work. Their most important commissions during the next few years were in Chicago where they designed the Art Institute & Public Library. This prominent firm received a large number of commissions for churches, libraries, office & business structures, government buildings, colleges & private homes. The South Terminal Station & Harvard Medical School are other notable Boston works, their architectural vocabulary including the New-Classical & Beaux Arts as well as the Romanesque.

The earliest known occupants were located in the Weld Building in 1930, & consisted of a miscellany of businesses, primarily manufacturing related.

1990 Survey Update: In 1987 two stories were added to the Weld Building in a classically inspired design with modern detailing. The addition takes its design cues from the Weld Building using a projecting cornice with dentils and cast stone which replicates the second floor detailing. Windows are symmetrical with a variety of window types some of which replicate the windows in the existing building which are single pane with a "transom" detail below.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. 1923 Map of Office Buildings, Boston Public Library, Fine Arts Section.
2. Withey, Henry A. & Elsie Rayburn, Biographical Dictionary of American Architects, (Deceased), 1956.
3. Boston Directories.
4. Building Dept. Records.
5. personal communication with Centros Mangement, building managers

Attachment C: Gillette Inventory Form

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FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

See continuation
sheet

Boston
South

See Continuation
Sheet

Photograph



Town/City: Boston

Place (*neighborhood or village*): Fort Point Channel

Name of Area: Gillette Complex

Present Use: Manufacturing

Construction Dates or Period: Circa 1910 – 2000

Overall Condition: Good

Major Intrusions and Alterations: None

Acreage: Approximately 37

Recorded by: Brian Lever

Organization: Epsilon Associates, Inc.

Date (*month/year*): April 2014

Locus Map

See continuation sheet



see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

Boston

GILLETTE COMPLEX

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION

Describe architectural, structural and landscape features and evaluate in terms of other areas within the community.

The Gillette Complex totals approximately 37 acres in the Fort Point neighborhood of Boston. It is bounded on the northeast by Necco Street and Necco Court, on the southeast by A Street, on the southwest by West Second Street and the northwest by Dorchester Avenue and the Fort Point Channel. The surrounding neighborhood is a mix of commercial and light industrial properties largely consisting of multi-story masonry buildings with some mixed-use buildings having residential units on their upper stories. Also in the immediate area, but in smaller numbers are some multi-story wood frame and masonry multi-family residences.

The Gillette Complex consists of 17 parcels of land with 20 buildings that are freestanding, attached, or semidetached with connecting passageways. As well as the buildings, the property also has large parking lots, landscaped areas, and the Binford Street Park along the Fort Point Channel. The tree-lined harborwalk also runs along the property at the shoreline of the Fort Point Channel and tree-lined areas are also seen on a portion of A Street, Necco Street, and Dorchester Avenue. The property is accessed from the surrounding streets as well as an interior street network including Mt. Washington Avenue, Granite Street, Binford Street, Baldwin Street, Baldwin Place, and Richards Street, where there are loading docks as well as tractor trailer storage.

At the time of Gillette's first occupying the property, the Fort Point Channel ended further south within the present parking lot to the north of Building 12. By 1938, a park with baseball diamond was located adjacent the Channel north of Building 1 and by 1955 a portion of this area was converted into a parking lot. The southernmost section of the Channel was filled in by 1969 and the new area used as parking lot. As Gillette's operations expanded the complex grew, first east and west along West Second Street and then northward taking over property that was previously used by the Domino Sugar Refinery and the New England Confectionary Company (NECCO) including Building 19 (MHC# 15353) and Building 20 (MHC# 15354) which are listed on the National Register of Historic Places as part of the Fort Point Channel Historic District.

In the 1990s the complex's landscape was changed dramatically with the construction of the I-90 tunnel under Fort Point Channel. The Gillette Complex had used since 1926 an intake structure at the shoreline of the Channel to provide seawater into the manufacturing plant for the purpose of cooling equipment. The intake structure was removed and the parking lot north of Buildings 14, 16, and 17 was excavated for the construction of the tunnel. When the tunnel was completed, the parking lots were restored and a new intake structure (Building 18) was constructed along with the Binford Street Park and the Harborwalk.

Please note: for the purposes of architectural descriptions buildings have been labeled by numbers according to the included locus map. The Gillette Company used letter designations to refer to buildings within its complex and those designations are not available at the time of documentation. To avoid confusion with Gillette designations, number designations are used to describe buildings in the complex.

Building 1 built in 1923 rises nine stories from a granite block foundation to a flat roof and is five by three bays. The building has a roughly rectangular footprint and is attached to Building 2 on the east elevation and has matching details and features to it with the exception of the ninth story, entrances on West Second Street, and lacking a parapet. The ninth story (a later addition) is set back from the eave. The brick and concrete exterior features multi light replacement

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aluminum windows some of which have been infilled with louvers and vents as well as vertically laid brick lintels and concrete sills. Brick columns separate sets of windows and concrete cornices separate the first two stories and the eighth story, wrapping around the building. At the rear (northeast elevation) are large brick columns with recessed brick panels and a recent single-story seven by four bay glass and metal-clad addition serving as the employee gym. The building features an entrance on Dorchester Avenue with concrete steps and pipe rails leading to a set of steel double doors with a steel panel above.

Building 2 built in 1918 rises eight stories from a granite block foundation to a flat roof and is ten by three bays. The building has a rectangular footprint and is attached to Building 1 on the west elevation with matching details and features except lacking a ninth story and having a parapet as well as entrances on West Second Street. The building is also attached to Building 3 on the north elevation with an open rectangular courtyard between them. The brick and concrete exterior features multi-light replacement aluminum windows, some of which have been infilled with louvers and vents, as well as vertically laid and jack arch brick lintels and concrete sills. Brick columns separate sets of windows and concrete cornices separate the first two stories and the eighth story wrapping around the building. A brick and concrete parapet runs east from the main entrance along the roof edge. The building has two entrances on West Second Street, the main entrance with its projecting brickwork features a set of replacement steel double doors flanked by recessed concrete panels with a recessed concrete panel above the door with "1918" inscribed in it, below a four light replacement aluminum transom and a pair of concrete brackets supporting concrete entablature. A second entrance east of the main entrance is recessed and features a pair of replacement steel double doors.

Building 3 built in 1926 rises eight stories to a flat roof and is ten by six bays with a roughly rectangular footprint. The building is attached to Building 2 at two locations at the east and west ends of the south elevation with an open rectangular courtyard between them and also abuts Buildings 1, 5, and 12. The building is similarly detailed to Building 2 with a brick and concrete exterior featuring multi-light replacement aluminum windows some of which have been infilled with louvers and vents, brick columns separating sets of windows, and concrete cornices separating the first two stories and the eighth story wrapping around the building. A brick and concrete parapet wraps around the rooftop. Located atop the connections to Building 2 are brick clad hip roofed rooftop entrances. A recent glass enclosed two-story, one by ten bay addition with a curving north elevation is at the rear of the building connecting to Building 12.

Building 4 built circa 1910 rises six stories from a brick foundation to a flat roof and is five by four bays with a rectangular footprint. The building is connected to Building 2 with a six-story corrugated metal clad addition that also serves as a loading dock off of the west elevation. The building also abuts Building 6 on the east elevation and Building 5 on the north elevation. The brick and granite exterior features multi light replacement aluminum windows some of which have been infilled with louvers and vents as well as vertically laid brick lintels and granite sills. Brick columns separate sets of windows and a brick parapet wraps around portions of the roof. There are two entrances to West Second Street, one has been infilled with brick and the other has a set of steel double doors with a four light aluminum transom above.

Building 5 built circa 1910 rises five stories from to a flat roof and is approximately 10 by 12 bays with a rectangular footprint. The building is obscured from view by abutting Buildings 3, 4, and 7 as well as connector additions to buildings 12 and 13 at the rear. The building features a brick exterior and singular window openings.

Building 6 built 1917 rises six stories from a concrete foundation to a flat roof and is five by eight bays with a rectangular footprint. The building abuts Building 7 on the north elevation, Building 8 on the east elevation and Building 4 on the west elevation. The brick, concrete, and granite exterior features multi light replacement aluminum windows, some of which have been infilled with louvers and vents as well as concrete lintels and granite sills. Concrete columns separate sets of windows and a band of concrete runs across the front (south) elevation. There are two entrances to West Second Street, one has a roll-up steel overhead door and the other has a set of steel double doors with a four light aluminum transom above.

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Building 7 built circa 1910 rises five stories from to a flat roof and is approximately 10 by 12 bays with a rectangular footprint. The building is obscured from view by abutting Buildings 9, 6, and 5 as well as connector addition to buildings 12 and 13 at the rear. The building features a brick exterior and singular window openings.

Building 8 built in 1926 rises one-story to a flat roof and is approximately nine by four bays with a rectangular footprint. The building abuts Building 6 on the west elevation and Building nine on the north elevation with an entry court and loading area off of the east elevation. The building features a brick exterior and tripartite aluminum replacement windows with concrete sills separated by brick columns. The building has one former entrance on West Second Street that has been infilled with brick with an adjacent single aluminum replacement window and another entrance off of the east elevation with a pair of steel replacement double doors and a concrete landing.

Building 9 built in 1926 rises nine stories to a flat roof and is seven by four bays with an "L" shaped footprint. The building abuts Building 10 on the west elevation, Building 8 on the south elevation, Building 6 on the east elevation, and Building 14 on the north elevation. The brick, metal panel, and concrete exterior features multi light replacement windows with concrete columns separating windows and horizontal bands of concrete delineating floors. The roof features the terminus of a stairtower as well as a small penthouse.

Building 10 built circa 1985 rises two stories from a concrete foundation to a flat roof. The main block is five by seven bays with a roughly rectangular footprint and a two-story, three by three bay wing off of the west elevation connecting to Building 9. The building also abuts Building 11 on the north elevation. The brick exterior features an overhanging second story, sets of five single pane aluminum windows and bands of horizontal granite panels wrapping around the building. The roof features a penthouse at the northern end of the building. The building has one entrance directly onto West Second Street with a single steel door accessed by a concrete ramp. Another person entrance is adjacent the loading dock off of the east elevation with a glass door with flanking sidelights and a transom above, this area is accessed off of West Second Street via an entry court and parking area. The building also has a single steel door entrance off of A Street.

Building 11 built circa 1969 and 2000 rises two stories from a concrete foundation to a flat roof. The approximately seven by 13 bay building has a rectangular footprint and is substantially altered from its initial construction. The building abuts Building 10 on the south elevation and Building 14 on the west elevation. The brick and concrete exterior is similar to Building 10 on a portion the east elevation, which changes in style from primarily brick for roughly 1/3 of the elevation to brick and concrete for the remaining 2/3's of the elevation. The brick and concrete sections are similar to Gillette Building's 6 and 9 with concrete columns separating sets of windows along the east and north elevations. A concrete watertable and a band of concrete at the roofline also wrap around a portion of the building.

Building 12 built in 1928 rises five stories to a flat roof with a rectangular footprint and has been substantially modified over its history with subsequent additions. The building is also obscured by the abutting buildings and additions. The building abuts Buildings 13 and 14 on the east elevation and Buildings 3 and 5 on the south elevation. The present five-story building is approximately 170 feet long by 130 feet wide. The building has a mixture of metal cladding on later shorter additions surrounding the original five-story building with a brick exterior. The flat roof features a skylight. In approximately 1960, a two-story addition off of the south elevation and a three-story addition off of the west elevation were constructed and in approximately 1970, a four-story addition off of the north elevation was constructed with the present smokestack.

Building 13 was built in 1914 with a main block that rises six stories to a flat roof and is approximately seven by six bays with a roughly rectangular footprint. The northeast corner of the building is clipped at an angle giving the building a slightly irregular footprint. The building is obscured from view by abutting Buildings 7, 12, and 14 as well as subsequent additions. The brick exterior features singular and paired window openings separated by brick columns. A brick chimney is located on the east elevation and two rooftop penthouses are located at the northern end of the roof. In approximately 1960, a two-story addition was added off of the south elevation connecting the building to Building 7.

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Building 14 was built from 1961 through 1963 and rises two stories to a flat roof and measures approximately 1000 feet long and 200 feet wide. The brick building has three exposed elevations, east, west, and north. The east elevation has a flat brick surface with large sets of multiple single pane rectangular windows at the second story, some of which have been infilled with mechanical equipment as well as entrances on the first story. This elevation also abuts Buildings 11, 15, and 16, and has some small one-story additions and containment units. The north and west elevations are designed to fan outward from the building with brick walls at an angle to the main block and have their openings infilled with two-story sections of glass block windows with transoms above. Some of these openings also have entrances on the first story.

Building 15 was built in approximately 2000 rising roughly four stories high to a flat roof. The building abuts Building 14 on the east elevation. The building measures roughly 300 feet long by 100 feet wide, the rectangular building is clad in corrugated metal siding and devoid of window openings.

Building 16 was built circa 1985 and rises two stories from a concrete foundation to a flat roof measuring approximately 250 feet long by 130 feet wide. The building abuts Building 14 on the west elevation and Building 17 on the north elevation. The concrete exterior is similar to Gillette Building's 6, 9 and 11 with concrete columns separating sets of windows however no brick is used, instead there are alternating concrete panels on the exterior. A concrete watertable and a band of concrete at the roofline also wrap around a portion of the building. Two small one-story additions have been constructed off of the south elevation. The larger six by two bay addition features an entrance via a short staircase.

Building 17 was built circa 1950 with a circa 1985 addition. The building rises one-story from a concrete foundation with a main block measuring approximately 150 feet long by 180 feet wide. The brick exterior features a concrete watertable and sets of rectangular single pane windows. A brick chimney is located at the northern end of the roof. The circa 1985 addition is located off of the south elevation and measures roughly 70 feet long by 180 feet wide, this addition abuts Building 16 and has similar details with concrete columns separating sets of windows on the brick exterior. A concrete watertable and a band of concrete at the roofline also wrap around a portion of the building.

Building 18 was built in 1995 rising one-story from a concrete foundation to a flat roof adorned with a concrete cornice. The building measures roughly 60 feet long by 70 feet wide. The west elevation facing Fort Point Channel is the most highly stylized with projecting segmental arched windows openings topped with brick entablature and concrete sills below. The tripartite windows are either singular or ganged and have arched transoms. The south elevation has two steel entry doors accessed via a steel staircase. At the northwest corner of the building is a small porch with a brick column, concrete landing, pair of steel doors, and a steel staircase.

Building 19 was built in 1907 in Classical Revival style. The six-story brick building rises from a brick foundation to a flat roof and is six by five bays. The front (north) elevation is the most highly detailed. On the first two stories are rectangular or jack arch paired windows with sandstone, granite or cast iron lintels and sandstone sills. Brick corbelling and a sandstone cornice separate the first two stories from the remainder of the building. On the upper three stories paired segmental arched window openings with brick and sandstone lintels and sandstone sills. On the sixth story are paired rectangular window openings with sandstone lintels and sills. Elsewhere on the building are singular segmental arched window openings with brick lintels and sandstone sills. Many of the original wood two-over-two double hung windows have been replaced with one-over-one replacements or infilled with brick. Door openings on the front façade are located at the first and second stories and consist of pairs of original wood panel double doors with transoms above, later replacement steel replacement doors, or have been infilled. Decorative corbelling is present between sets of windows at the sixth story below brick dentil detail and the cornice and a round cast iron plaque inscribed with "BWCo 1907" for the Boston Wharf Company and 1907 date of construction. A corrugated sheet metal passageway connects this building to 19-27 Melcher Street from the third through sixth stories on the north elevation with another corrugated sheet metal passageway connecting this building to Building 20 from the third through sixth stories on the east elevation. A metal fire escape is also located on the east elevation. The rear elevation only has window openings on the third through the sixth stories. The roof features a brick parapet and a corbelled brick chimney.

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Building 20 was built in 1907 in Classical Revival style. The six-story brick building rises from a brick foundation to a flat roof and is six by five bays. The front (north) and east elevations are the most highly detailed. On the first two stories are rectangular or jack arch paired windows with sandstone, granite or cast iron lintels and sandstone sills. Brick corbelling and a sandstone cornice separate the first two stories from the remainder of the building. On the upper three stories paired segmental arched window openings with brick and sandstone lintels and sandstone sills. On the sixth story are paired rectangular window openings with sandstone lintels and sills. Elsewhere on the building are singular segmental arched or rectangular window openings with brick lintels and sandstone sills. Many of the original wood two-over-two double hung windows have been replaced with one-over-one replacements or infilled with brick. Door openings on the front façade are located at the first and second stories and consist of pairs of original wood panel double doors with transoms above, later replacement steel replacement doors, or have been infilled. Decorative corbelling is present between sets of windows at the sixth story below brick dentil detail and the cornice (portions of which have been lost) and a round cast iron plaque inscribed with "BWCo 1907" for the Boston Wharf Company and 1907 date of construction. A corrugated sheet metal passageway connects this building to Building 19 from the third through sixth stories and an iron fire escape connects all stories on the east elevation. Unlike Building 19, this building has rectangular windows on its rear elevation and they are grouped in sets of three windows are in on the third and fourth stories, with every other story having only one opening. The roof features a brick parapet and a corbelled brick chimney.

HISTORICAL NARRATIVE

Explain historical development of the area. Discuss how this relates to the historical development of the community.

The area in and around the Gillette Complex has been the site of industrial development since the 1870s with the construction of the seawalls along the Fort Point Channel. North of the Gillette Complex, the Boston Wharf Company filled in land and laid out streets for development constructing numerous buildings including Buildings 19 and 20 of the Gillette Complex, which are representative of the Late Industrial Period (1870-1915) that occurred in the area. With the completion of the Fort Point Channel, the area became a magnet for the shipping and manufacturing industries. Warehouses were constructed by the Boston Wharf Company and others for storage of materials before loading onto ships. By the 1880s, numerous manufacturers came to the area including Chase & Company, predecessor of the New England Confectionary Company (NECCO), which began operations on Congress and Melcher Streets. Also nearby were the Tremont Electric Lighting Company on Congress Street in approximately 1905, C.L. Hawthaway & Sons on A Street in the 1890s, and the Boston Button Company at 326 A Street in approximately 1890. Most buildings were multi-story brick construction due to the potential fire hazard from industrial works and the creation of Boston building and zoning codes requiring fire protection.

By 1899, the area in and around the present Gillette Complex was home to numerous industries and dozens of buildings built by the Boston Wharf Company. In many cases, the Boston Wharf Company retained ownership and leased factory or industrial space. On the Gillette site itself, were the Whittier Machine Company, American (later Domino) Sugar Refining Company, George Miles Iron Works, Moore and Wyman Elevator Machine Works, Metropolitan Coal Company, and others. It was in this industrial area that King Camp Gillette (1885-1932) set up his company.

Gillette, originally from Fond du Lac, Wisconsin, started his career at the age of 17 as a traveling hardware salesman. His family had moved to Chicago when he was a child and then later to New York City. An inventive person, Gillette held patents prior to the famous razor for which he is known and occasionally improved the items he sold. Frustrated with his single edged razor, Gillette contemplated using a sharpened piece of sheet steel that could be disposed of when dull. In partnership with inventor William Nickerson, they formed the Gillette Safety Razor Company and started production in 1903 with a patent granted the design in 1904. Prior to Gillette's invention, shaving utilized a single blade straight razor, which was used until dull and then resharpened. The use of the straight razor was problematic on trains or ships due to the potential of cutting oneself. Additionally, the long single blade was difficult to control and if the blade was nicked or damaged it required replacement.

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The company initially suffered from financial troubles in creating the necessary equipment and infrastructure for the new razor, but with the backing of investors in particular John Joyce, who had worked with Gillette before, they began production. The 1903 initial sales consisted of a razor with one blade for five dollars with a package of 20 blades costing an additional dollar. Dismal sales for the first year prompted Gillette, who was still working as a traveling salesman, to give up. However, appreciative customers began contacting the company and 90,000 razors and 10,000 packets of blades were sold in 1904. Gillette who had sold a majority share of his stock to Joyce regained a controlling interest in the company and became President. The company's sales continued to improve as it devoted significant funds to advertising including testimonials from baseball players. Patent fights and infighting with Joyce prompted Gillette to sell two-thirds of his holdings to him in 1910 for \$900,000 and a yearly salary as well as retaining the title of President, largely for advertising and ceremonial purposes. According to the 1910 Bromley atlas of Boston, the Gillette Safety Razor Company occupied four buildings on West Second Street adjacent the Boston Ice Company. Remaining buildings from this period are Buildings 5, 6, and 7 which served as manufacturing areas.

While largely out of the management role, Gillette still served as company ambassador and proposed innovative ideas like giving American soldiers entering WWI free razors. The company ultimately sold razors at cost to the government including a shaving metal case. With the increased demand, Building 6 was built in 1917 replacing an earlier building and adding more manufacturing space. By the end of the war, three and a half million razors and 32 million blades had been sold. Efforts like these created future customers. Other ideas such as keeping the one dollar price, but reducing the number of blades from 20 to 12 per packet increased profits. The company also offered older versions of the razor at lower prices. Free razors were also given away with other non-Gillette products like Wrigleys gum. During the late 1920s competition and patent fights caused the company to merge with competitor Henry Gaiseman. Sales continued to increase prompting the expansion of the company's facilities. In 1918 Building 2 was constructed to increase manufacturing area with additional buildings north of it for machine shops and storage completed by 1923. Also in 1923 Building 1 was constructed for additional manufacturing area. In 1926 the machine shops and storage buildings north of Building 2 were replaced by Building 3 with Buildings 8 and 9 also completed that year all for additional manufacturing area. This phase of expansion lasted for approximately 30 years as the company endured the Great Depression and WWII.

Gillette had moved to California in the mid-1920s and as he got older his desire to stay involved in the company waned. Financial troubles prompted Gillette to sell his remaining interest in the company, but he held on and ultimately resigned as President in 1931. Unfortunately by this time the Great Depression and other issues had used up most of his fortune. The company however survived the Depression without King Gillette and continued its sports sponsorship and advertising relationship. It also created the first blade dispenser in 1946. By the 1950s prosperity resumed for the company and demand for its products increased including an adjustable razor. The company also began producing other items including shaving cream and antiperspirant. By the 1960s, the company began again to expand its operations acquiring parcels to the north along A Street. During this time, the company acquired two buildings: Building 12, a 1928 brick compressor house and Building 13, a 1914 brick storage and office building previously owned by Crane Company, which manufactured steam fitters supplies. The company also constructed Building 14, the main manufacturing area and also the largest building of the complex from 1961 through 1963, on property formerly owned by the Domino Sugar Company. During the 1960s and 1970s the company focused on refining the development of its razors including adjustable heads and spring mounted blades.

The 1980s were another period of physical growth for the company. In approximately 1985 Building 10 was constructed on the site of previous buildings adding additional office space and Building 16 was added to the end of Building 14 on a newly acquired parcel and the complex expanded further north. Building 17 a circa 1955 light industrial building was also acquired and an addition constructed off of its south elevation connecting it to Building 16.

During the 1990s as the company increased its line of shaving products, the complex was affected by the Big Dig and the construction of the Massachusetts Turnpike tunnel through the property. To accomplish this task the northern end of the property was excavated and the tunnel constructed while temporary dams around Fort Point Channel held back the seawater. The completion of the tunnel also resulted in the completion of Building 18 in 1995, as the new intake for

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seawater used as a machine coolant in the complex. The original 1926 intake was removed during construction. The current outflow of seawater can be seen in a culvert east of Building 14 as the seawater (slightly warmer from being used as a non-contact coolant) is returned to the Channel.

During the early 2000s the company increased its line of manual and power razors and continued the northward expansion of the complex by acquiring Buildings 19 and 20 both former NECCO candy company buildings that are listed on the National Register of Historic Places.

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AREA FORM DATA SHEET

BUILDING NUMBER / USE	ADDRESS	CONSTRUCTION DATE	OWNER	ASSESSOR'S SHEET	MHC NUMBER
Building 1	20 Gillette Park	1923	Gillette Manufacturing USA	0601169000	
Building 1	Dorchester Avenue	1923	Mass Bay Transportation Authority	0601169005	
Building 2	20 Gillette Park	1918	Gillette Manufacturing USA	0601169000	
Building 3	20 Gillette Park	1926	Gillette Manufacturing USA	0601169000	
Building 4	20 Gillette Park	Circa 1910	Gillette Manufacturing USA	0601169000	
Building 5	20 Gillette Park	Circa 1910	Gillette Manufacturing USA	0601169000	
Building 6	20 Gillette Park	1917	Gillette Manufacturing USA	0601169000	
Building 7	20 Gillette Park	Circa 1910	Gillette Manufacturing USA	0601169000	
Building 8	20 Gillette Park	1926	Gillette Manufacturing USA	0601169000	
Building 9	20 Gillette Park	1926	Gillette Manufacturing USA	0601169000	
Building 10	20 Gillette Park	Circa 1985	Gillette Manufacturing USA	0601169000	
Building 11	20 Gillette Park	Circa 1969/2000	Gillette Manufacturing USA	0601169000	
Building 11	A Street	Circa 1969/2000	Gillette Manufacturing	0601169004	
Building 12	20 Gillette Park	1928/Circa 1960/1970	Gillette Manufacturing USA	0601169000	
Building 12	Gillette Park	1928/Circa 1960/1970	Gillette Company	0601170000	
Building 13	20 Gillette Park	1914	Gillette Manufacturing USA	0601169000	
Building 14	20 Gillette Park	1961-1963	Gillette Manufacturing USA	0601169000	
Building 14	Sobin Park	1961-1963	Gillette Manufacturing USA	0601169001	
Building 14	Sobin Park	1961-1963	The Gillette Company	0602738000	
Building 15	Sobin Park	Circa 2000	The Gillette Company	0602738000	
Building 15	50-76 Sobin Park	Circa 2000	Gillette Manufacturing	0602731000	
Building 15	172-174 A Street	Circa 2000	Gillette Manufacturing	0602743000	
Building 15	176-178 A Street	Circa 2000	Gillette Manufacturing	0602742000	
Building 15	182 A Street	Circa 2000	Gillette Manufacturing	0602741000	

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AREA FORM DATA SHEET

BUILDING NUMBER / USE	ADDRESS	CONSTRUCTION DATE	OWNER	ASSESSOR'S SHEET	MHC NUMBER
Building 16	Sobin Park	Circa 1985	The Gillette Company	0602738000	
Building 16	44-48 Sobin Park	Circa 1985	Gillette Manufacturing	0602736000	
Building 16	20 Sobin Park	Circa 1985	Gillette Manufacturing	0602739000	
Building 17	20 Sobin Park	Circa 1950/1985	Gillette Manufacturing	0602739000	
Building 18	Binford Street	1995	Gillette Company	0601168001	
Building 19	244-284 A Street	1907	Gillette Company	0601165010	15353
Building 20	244-284 A Street	1907	Gillette Company	0601165010	15354
Parking Lot	A Street	NA	Gillette Manufacturing	0602745000	
Building 15 Loading Dock and Parking Lot	168-170 A Street	NA	Gillette Manufacturing	0602744000	
Access Road to Binford Street Park and Gillette Complex	MT Washington Avenue	NA	Gillette Company	0601168002	
Parking Lot and Emergency Access to Mass Pike	232 A Street	NA	Gillette Company	0601165100	

INVENTORY FORM A CONTINUATION SHEET

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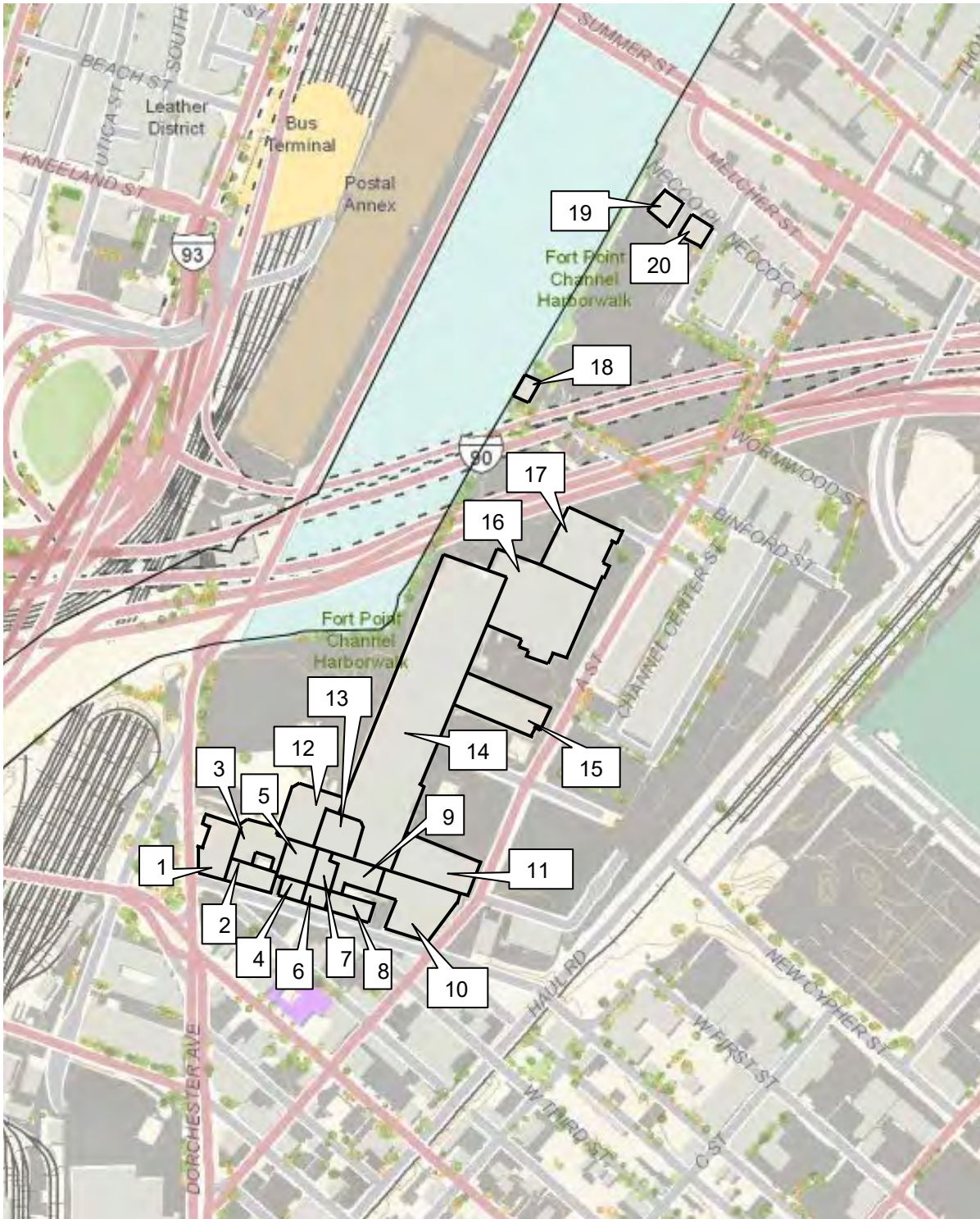
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LOCUS MAP



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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Brian Lever, Epsilon Associates, Inc.

The criteria that are checked in the above sections must be justified here.

The Gillette complex consists of 20 buildings that were constructed from circa 1910 through 2000. The Gillette Company was and remains an important manufacturer in the Boston area. The complex's development is part of a pattern of industrial development seen along the South Boston waterfront in the late nineteenth and early twentieth centuries. The complex is associated with the founder of the Gillette Company, King Camp Gillette, a noted inventor, and is the site of innovations in shaving technology and personal hygiene. While some buildings have been altered with later additions and/or replacement windows and doors, the majority of the complex is intact. Later development such as Building 14 is part of the expansion of facilities and associated with the company's growth in the mid-to late twentieth century. The complex is recommended eligible under Criterion A for its importance in the industrial history of Boston and the development of manufacturing along the Fort Point Channel. The complex is also recommended eligible under Criterion C as an important example of industrial architecture from the early through the mid-twentieth century. Buildings 19 and 20 are already listed in the National Register of Historic Places as part of the Fort Point Channel Historic District.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

NAME OF AREA

Area Letter Form Nos.

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PHOTOGRAPHS



View east along West Second Street, from left to right Buildings 1, 2, 4, 6, 8, 9, and 10.



View east along West Second Street, from left to right Buildings 1, 2, 4, 6, 8, and 9.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

NAME OF AREA

Area Letter Form Nos.

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View north from West Second Street toward Building 10.



View northwest from West Second Street toward Buildings 6, 8 and 9.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

NAME OF AREA

Area Letter Form Nos.

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View northwest from West Second Street toward Buildings 4 6, and 8.



View northwest from Dorchester Avenue toward Buildings 1 and 2.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

NAME OF AREA

Area Letter Form Nos.

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View south from Dorchester Avenue, from left to right Buildings 9, 3 and 1.



View east from Dorchester Avenue, from left to right Buildings 14, 12, 9 and 3.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

NAME OF AREA

Area Letter Form Nos.

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View east from Dorchester Avenue toward Building 14.



View southeast from Harborwalk toward Building 14.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

NAME OF AREA

Area Letter Form Nos.

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View south from Harborwalk, from left to right Buildings 9, 12, 5, 3, and 1.



View south from Harborwalk, from left to right Buildings 14, 9, 13, and 12.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

NAME OF AREA

Area Letter Form Nos.

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View northeast from Harborwalk toward Building 18.



View north from Binford Street toward Building 18.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

NAME OF AREA

Area Letter Form Nos.

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View southeast from Harborwalk toward Buildings 19 and 20.



View east from Harborwalk toward Building 19.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

NAME OF AREA

Area Letter Form Nos.

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View northeast from Necco Street toward Building 20.



View north from A Street toward Building 17.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

NAME OF AREA

Area Letter Form Nos.

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View north from A Street toward Building 16.



View north from A Street toward Building 15.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TOWN

NAME OF AREA

Area Letter Form Nos.

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View north from Sobin Park toward Building 14.



View south from A Street, from left to right Buildings 11, 10, 14, 13, and 3.

Attachment D: Correspondence

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Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO



October 24, 2012

Brona Simon
Executive Director
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125-3314

Re: MassDOT South Station Expansion Project - Planning, Design, &
Environmental Review
Project Notification and Request for Participation

Dear Ms. Simon:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration, is undertaking a project to evaluate the expansion of Boston South Station. The project includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering.

The project is being undertaken to improve transportation capacity and on-time performance of the Northeast Corridor (NEC) and other intercity passenger and commuter rail services, as well as to expand and modernize passenger facilities and amenities at South Station. The project will include planning and preliminary engineering for the following elements:

- Expanding the South Station terminal facilities, including the addition of tracks and platforms, extension of some existing platforms, and construction of a new passenger concourse and other amenities.
- Demolition of the existing U.S. Postal Service distribution facility located on Dorchester Avenue, adjacent to South Station. Restoring Dorchester Avenue for public and station access, including the construction of an extension of the Boston Harborwalk.
- Providing for the possibility of future joint development at an expanded South Station.
- Creating a new MBTA vehicle layover facility for midday use.

The attached materials provide more background on the South Station Expansion project. In addition, more information can be found at:
<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>. The attached map shows the South Station location.

We are writing to notify you of the project and to inquire about any existing issues of concern for your agency, so that they may be considered in the environmental inventory and project planning.

HNTB has retained Epsilon Associates and Public Archaeology Laboratory, Inc. to conduct a cultural resources survey. The project is considered an undertaking under Section 106 of the

Ten Park Plaza, Suite 3170, Boston, MA 02116
Tel: 617-973-7000, TDD: 617-973-7306
www.mass.gov/massdot

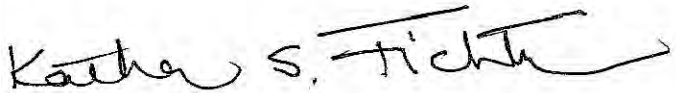
National Historical Preservation Act of 1966, as amended. On behalf of the Federal Railroad Administration as the lead federal agency, we are informing you of this survey. Epsilon and PAL will be conducting research, including the MHC and BLC's databases and other resources. In addition, you are invited to share with us any information you may have regarding cultural resources.

If you feel it would be appropriate to meet to further discuss the project, please contact me to arrange a meeting. If you should have any issues of concern or require additional information, please also contact me at the address below:

Katherine S. Fichter
South Station Expansion Project Manager
MassDOT Office of Transportation Planning
10 Park Plaza, Suite 4150
Boston, MA 02116
857-368-8852
katherine.fichter@state.ma.us

Your assistance in this matter is greatly appreciated. Please do not hesitate to contact me if you should have any questions or comments.

Sincerely yours,

A handwritten signature in black ink that reads "Katherine S. Fichter". The signature is written in a cursive style with a long horizontal flourish at the end.

Katherine S. Fichter
Project Manager
South Station Expansion

Enclosures: Informational Briefing
USGS Locus Map



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO



October 24, 2012

Bettina Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head/Aquinnah
20 Black Brook Road
Aquinnah, MA 02535

Re: MassDOT South Station Expansion Project - Planning, Design, &
Environmental Review
Project Notification and Request for Participation

Dear Ms. Washington:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration, is undertaking a project to evaluate the expansion of Boston South Station. The project includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering.

The project is being undertaken to improve transportation capacity and on-time performance of the Northeast Corridor (NEC) and other intercity passenger and commuter rail services, as well as to expand and modernize passenger facilities and amenities at South Station. The project will include planning and preliminary engineering for the following elements:

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- Providing for the possibility of future joint development at an expanded South Station.
- Creating a new MBTA vehicle layover facility for midday use.

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We are writing to notify you of the project and to inquire about any existing issues of concern for your agency, so that they may be considered in the environmental inventory and project planning.

MassDOT has retained HNTB and cultural resource specialists Epsilon Associates and Public Archaeology Laboratory, Inc. to conduct a cultural resources survey. The project is considered

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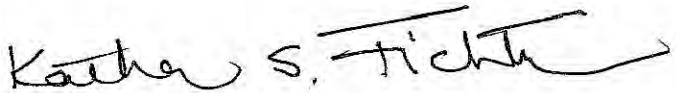
an undertaking under Section 106 of the National Historical Preservation Act of 1966, as amended. On behalf of the Federal Railroad Administration as the lead federal agency, we are informing you of this survey. Epsilon and PAL will be conducting research, including the MHC and BLC's databases and other resources. In addition, you are invited to share with us any information you may have regarding cultural resources.

If you feel it would be appropriate to meet to further discuss the project, please contact me to arrange a meeting. If you should have any issues of concern or require additional information, please also contact me at the address below:

Katherine S. Fichter
South Station Expansion Project Manager
MassDOT Office of Transportation Planning
10 Park Plaza, Suite 4150
Boston, MA 02116
857-368-8852
katherine.fichter@state.ma.us

Your assistance in this matter is greatly appreciated. Please do not hesitate to contact me if you should have any questions or comments.

Sincerely yours,

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Katherine S. Fichter
Project Manager
South Station Expansion

Enclosures: Informational Briefing
USGS Locus Map



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO



October 24, 2012

Ramona Peters
Tribal Historic Preservation Officer
Mashpee Wampanoag Tribe
766 Falmouth Road
Mataket Place Office A3
Mashpee, MA 02649

Re: MassDOT South Station Expansion Project - Planning, Design, &
Environmental Review
Project Notification and Request for Participation

Dear Ms. Peters:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration, is undertaking a project to evaluate the expansion of Boston South Station. The project includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering.

The project is being undertaken to improve transportation capacity and on-time performance of the Northeast Corridor (NEC) and other intercity passenger and commuter rail services, as well as to expand and modernize passenger facilities and amenities at South Station. The project will include planning and preliminary engineering for the following elements:

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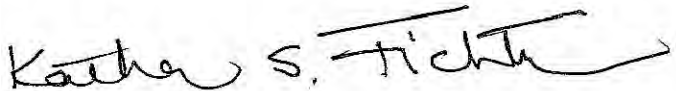
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South Station Expansion Project Manager
MassDOT Office of Transportation Planning
10 Park Plaza, Suite 4150
Boston, MA 02116
857-368-8852
katherine.fichter@state.ma.us

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Sincerely yours,

A handwritten signature in black ink that reads "Katherine S. Fichter". The signature is written in a cursive style with a horizontal line above the "Fichter" part.

Katherine S. Fichter
Project Manager
South Station Expansion

Enclosures: Informational Briefing
USGS Locus Map



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO



October 24, 2012

John Peters
Executive Director
Massachusetts Commission on Indian Affairs
100 Cambridge Street, Suite 300
Boston, MA 02114

Re: MassDOT South Station Expansion Project - Planning, Design, &
Environmental Review
Project Notification and Request for Participation

Dear Mr. Peters:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration, is undertaking a project to evaluate the expansion of Boston South Station. The project includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering.

The project is being undertaken to improve transportation capacity and on-time performance of the Northeast Corridor (NEC) and other intercity passenger and commuter rail services, as well as to expand and modernize passenger facilities and amenities at South Station. The project will include planning and preliminary engineering for the following elements:

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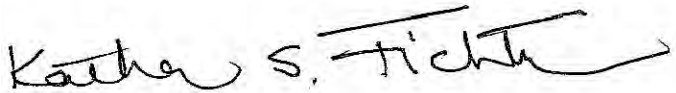
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857-368-8852
katherine.fichter@state.ma.us

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Sincerely yours,

A handwritten signature in black ink that reads "Katherine S. Fichter". The signature is written in a cursive style with a horizontal line underlining the last name.

Katherine S. Fichter
Project Manager
South Station Expansion

Enclosures: Informational Briefing
USGS Locus Map



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

HJ
RECEIVED
APR 10 2013
MEPA

April 9, 2013

Secretary Richard K. Sullivan, Jr.
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston MA 02114

ATTN: Holly Johnson, MEPA Unit

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA;
MHC# RC.53253, EEA# 15028

Dear Secretary Sullivan:

The Massachusetts Historical Commission (MHC) is in receipt of an Environmental Notification Form (ENF) for the project referenced above. The staff of the Massachusetts Historical Commission (MHC) has reviewed the information submitted and has the following comments:

This project involves the proposed expansion of terminal facilities at South Station ("SSX project"), including acquisition and demolition of the US Postal Service mail distribution facility located adjacent to South Station at 25 Dorchester Avenue, the proposed extension of the Boston Harborwalk along a reopened Dorchester Avenue, provisions for the potential future public/private redevelopment adjacent to and over an expanded South Station, and a provision for rail vehicle layover areas for both intercity and commuter rail services. The ENF notes that the SSX project, regardless of the alternative ultimately chosen, will involve funding and permitting from the Federal Railroad Administration (FRA) and other federal agencies, including the U.S. Department of Transportation, and is therefore subject to review under Section 106 of the National Historic Preservation Act (36 CFR 800), Section 4(f) of the Department of Transportation Act (23 CFR 774) and NEPA.

The proposed project site includes the South Station Head House (BOS.1517) which is individually listed on the State and National Registers of Historic Places, and is adjacent to the Leather District Historic District (BOS.AP) and the Fort Point Channel Historic District (BOS.CX), which are also listed in the State and National Registers.

The No Build Alternative included in the ENF would involve no private development or expansion of South Station beyond the previously proposed South Station Air Rights project. The South Station Air

Rights project (EEA# 3205/9131; MHC# RC.9138) was previously reviewed by the MHC. After consultation with the MBTA regarding this separate project, the MHC and the MBTA entered into a Memorandum of Agreement (MOA) for that project. The MHC expects that any potential changes to the separate air rights project would be subject to consultation with the MHC under the terms of the existing MOA.

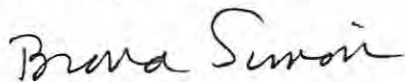
The ENF notes that MassDOT has not currently identified a preferred build-out alternative for the SSX project, but that MassDOT will include an alternatives analysis in the Draft EIR. The MHC looks forward to receipt of the DEIR and to the FRA's identification of an Area of Potential Effects (APE), identification and evaluation of historic resources within the APE, and finding of effects for the project alternatives.

The Draft EIR and the FRA's identification, evaluation, and findings of effect should take into account the proposed demolition of the USPS General Mail Facility/South Postal Annex, as well as the potential physical effects on the South Station Head House through vibration and construction methods. The Draft EIR and FRA's Section 106 review should also take into account the potential visual, atmospheric, and physical effects (through shadow and wind) that the proposed new construction would have on surrounding historic properties (especially the South Station Head House) as part of the Joint/Private Development Minimum Build alternative and the Joint Private Development Maximum Build alternative. Studies should also be performed for the potential effects of the proposed Layover Facilities alternatives on any nearby historic properties.

The MHC expects that continued consultation with MassDOT, the MBTA, and the FRA will include MassDOT's preparation of a reconnaissance level architectural resources survey of the entire project site and architectural APE, as well as a Phase I Archaeological Reconnaissance Survey, as described in Attachment A, page 11 of the ENF. The MHC looks forward to the result of these surveys and continued consultation on this project.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), M.G.L. Chapter 9, Section 26-27C, (950 CMR 71.00) and MEPA (301 CMR 11). Please do not hesitate to contact Brandee Loughlin of my staff if you have any questions.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
Massachusetts Historical Commission

xc: Michelle Fishburne, Federal Railroad Administration
Mary Beth Mello, Federal Transit Administration
Katherine Fichter, MassDOT
Andrew Brennan, MBTA
Boston Landmarks Commission
Boston Preservation Alliance



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

JUL 3 2014

Mr. William F. Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission
The Massachusetts Archives Building
220 Morrissey Boulevard
Boston, Massachusetts 02125

ATTN: Ms. Brona Simon, State Historic Preservation Officer
Executive Director

SUBJ: South Station Expansion Project, Boston, MA

Dear Secretary Galvin:

Please find enclosed one copy each of two draft reports prepared for the Federal Railroad Administration (FRA) in support of environmental evaluations being conducted for the South Station Expansion (SSX) project. In cooperation with the Massachusetts Department of Transportation (MassDOT), the Massachusetts Bay Transportation Authority (MBTA) and the National Railroad Passenger Corporation (Amtrak), FRA is pursuing the expansion of Boston's South Station to support existing Northeast Corridor and commuter rail services and to provide for future Amtrak and MBTA service expansions. The current track capacity, layout, and operations of South Station limit the ability to achieve projected future expanded services. In addition to expanding the South Station terminal facilities, the SSX project will identify a solution to address existing and future intercity and commuter rail service layover needs. The SSX project consists of four sites: the South Station site, including South Station Rail/Transit Terminal and South Station Bus Terminal, the United States Postal Service's General Mail Facility/South Postal Annex, and a portion of Dorchester Avenue fronting the site and running parallel to the Fort Point Channel; and three layover facility sites. The layover facility sites under consideration include: Widett Circle, located adjacent to the MBTA Fairmount Line in South Boston approximately 1-track mile south of South Station; Beacon Park Yard, located on the MBTA Framingham/Worcester Line in Allston approximately 4-track-miles west of South Station; and Readville-Yard 2, located on the MBTA Fairmount Line in Hyde Park approximately 9-track-miles south of South Station.

The Historic Architectural Resources Existing Conditions Technical Report (Draft, May 2014) was prepared by Epsilon Associates, Inc. The report establishes and documents the Area of Potential Effects (APE), which is consistent with the recommendations of the Boston Landmarks Commission for the South Station site. The survey of aboveground historic resources was conducted in accordance with the standards and guidelines established by the Massachusetts Historic Commission (MHC) in *Historic Properties Survey Manual: Guidelines for the Identification of Historic and Archaeological Resources in Massachusetts* (1992) and *Survey Technical Bulletin #1* (1993), and in the Secretary of the Interior's *Standards and Guidelines for Identification* (1983) and *National Register Bulletin 24, Guidelines for Local Surveys: A Basis for Preservation Planning* (1977, revised 1985). The intent of the survey of aboveground historic resources is to locate and identify all aboveground properties, including districts, buildings, structures, objects, and sites, within the project's APE that are listed or may be eligible for listing in the National Register of Historic Places. In addition to reviewing existing



The Commonwealth of Massachusetts

August 13, 2014 William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

Michelle W. Fishburne
Environmental Protection Specialist
Office of Railroad Policy and Development
USDOT Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA;
MHC # RC.53253. EEA# 15028.

Dear Ms. Fishburne:

The Massachusetts Historical Commission (MHC), office of the Massachusetts State Historic Preservation Officer, has reviewed the technical reports *South Station Expansion Project Historic Architectural Resources Existing Conditions Technical Report Task 13-May 2014* and *South Station Expansion Project Phase I Archaeological Reconnaissance Survey Technical Report Task 13-January 2014*, prepared by Epsilon, Inc., and the PAL on behalf of MassDOT and MBTA, received July 14, 2014 for the project referenced above.

The MHC concurs with the identification and evaluation findings that are included in these reports and offers the following comments.

The MHC looks forward to receipt of additional information, including the Draft Environmental Impact Report (DEIR) that should contain scaled existing and proposed conditions project plans for the preferred alternative, and to the Federal Railroad Administration's (FRA) determinations of effects for the project alternatives.

The historic architectural report defines three project areas of potential effect for above-ground historic resources that include a one-quarter mile from the boundaries of the new construction developable parcels, 125 feet or one assessor's parcel from site boundaries for minor track work, and 250 feet or to majoring intervening structures for alternative layover sites (Section 1.3.2, pp. 4, 5). The areas of potential effect for archaeological resources include all project elements that will cause ground disturbances, with refinement of the area of potential effect expected to be conducted by the PAL and MassDOT as project planning proceeds (Section 1.3, pg. 3).

The MHC recommends that the FRA take into account the terms of the Memorandum of Agreement (MOA) for the South Station Air Rights project (EEA# 3205/9131; MHC# RC.9138) in evaluating preferred project alternatives in the vicinity of the South Station Head House. The MHC expects that any potential changes to the separate air rights project would be subject to consultation with the MHC under the terms of the existing MOA for that project.

Potential visual, atmospheric, and physical effects, through the introduction of new shadows and wind, construction methods and demolition of the USPS General Mail Facility/South Postal Annex, that the proposed new construction would have on surrounding historic properties, especially the South Station

Head House, should be incorporated into the alternatives analysis based on the preliminary area of potential effect for historic architectural resources presented in the existing conditions technical report.

The results of the reconnaissance archaeological survey indicate that the majority of the project parcels as currently proposed possess low archaeological sensitivity due to extensive previous disturbance associated with new land creation and modification in the 19th and 20th centuries as part of railroad and other industrial land uses. The MHC recommends no further archaeological survey for the project parcels as currently proposed.

The MHC has requested under separate cover that two bound copies of the final Phase I reconnaissance archaeological survey report, and a CD-ROM with the technical report abstract and bibliographic information, be submitted to the MHC by the PAL.

The MHC looks forward to continued consultation with the FRA, MassDOT, and the MBTA, and as project planning proceeds.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), M.G.L. Chapter 9, Section 26-27C, (950 CMR 71.00) and MEPA (301 CMR 11). Please contact Jonathan K. Patton of my staff if you have any questions.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Mary Beth Mello, Federal Transit Administration
Matthew Ciborowski, MassDOT
Andrew Brennan, MBTA
Secretary Maeve Vallety Bartlett, EEA, ATTN: Holly Johnson, MEPA Unit
Boston Landmarks Commission
Boston Preservation Alliance
Joe Bagley, Boston City Archaeologist
Deborah C. Cox, PAL, Attn: Suzanne Cherau



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

December 23, 2014

Michelle W. Fishburne
Environmental Protection Specialist
Office of Railroad Policy and Development
USDOT Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA;
MHC # RC.53253. EEA# 15028.

Dear Ms. Fishburne:

The Massachusetts Historical Commission (MHC), office of the Massachusetts State Historic Preservation Officer, has reviewed the Draft Environmental Impact Report (DEIR), received November 5, 2014 for the project referenced above.

The MHC looks forward to receipt of additional information, including the Final Environmental Impact Report (FEIR) that should contain scaled existing and proposed conditions project plans for the preferred alternative, and to the Federal Railroad Administration's (FRA) determinations of effects for the preferred project alternative in compliance with Section 106 of the National Historic Preservation Act (36 CFR 800).

The DEIR indicates that the proposed project alternatives will be coordinated with other contiguous project environmental reviews, including the South Station Air Rights project (EEA# 3205/9131; MHC# RC.9138) and the I-90 Allston Interchange Project (MHC# RC. 57197), for incorporation into evaluation of preferred project alternatives in the vicinity of the South Station Head House as noted in Chapter 1 and the Beacon Park Yard layover area. Proposed conceptual designs for new construction and/or modification to the South Station Head House should be submitted to the MHC for review and comment as they are developed.

The DEIR (Section 4.12) includes evaluations of potential visual, atmospheric, and physical effects, through the introduction of new shadows and wind, construction methods and demolition of the USPS General Mail Facility/South Postal Annex on historic properties, including the South Station Head House (BOS.1517), Fort Point Channel Historic District (BOS.CX), 245 Summer Street (BOS.2050), and the Leather District (BOS.AP). It is the opinion of MHC staff that the USPS General Mail Facility/South Postal Annex (MHC # BOS. 1694) does not meet the criteria of eligibility for listing in the National Register of Historic Places (36 CFR 60) pursuant to the 1983 evaluation completed by the USPS. The FEIR should include a matrix of effects for National Register-Listed or National Register-eligible historic architectural resources within the preferred alternative area of potential effect.

The MHC looks forward to continued consultation with the FRA, MassDOT, and the MBTA, and as project planning proceeds.

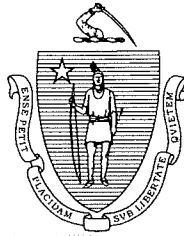
These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), M.G.L. Chapter 9, Sections 26-27C (950 CMR 71.00) and MEPA (301 CMR 11). Please contact Jonathan K. Patton or Elizabeth Sherva of my staff if you have any questions.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Mary Beth Mello, Federal Transit Administration
Matthew Ciborowski, MassDOT
Andrew Brennan, MBTA
Secretary Maeve Vallely Bartlett, EEA, ATTN: Holly Johnson, MEPA Unit
Boston Landmarks Commission
Boston Preservation Alliance
Joe Bagley, Boston City Archaeologist
Deborah C. Cox, PAL, Attn: Suzanne Cherau



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

July 28, 2016

Secretary Matthew Beaton
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

ATTN: Holly Johnson – MEPA Unit

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA;
MHC# RC.53253 EEA# 15028.

Dear Secretary Beaton:

The Massachusetts Historical Commission (MHC), office of the Massachusetts State Historic Preservation Officer, has reviewed the Final Environmental Impact Report (FEIR), received July 5, 2016 for the project referenced above.

The MHC understands that the project has changed since the publication of the Draft Environmental Impact Report (DEIR). Alternative -1 Transportation Improvements Only has been chosen as the preferred alternative. This preferred alternative does not include a joint development with the air-rights development at South Station. The preferred alternative will further consider Widett Circle and Readville – Yard 2 for potential sites for mid-day train layover locations. Use of the Beacon Park Yard in Allston will no longer be considered as a layover facility. Additionally, the proposed project now includes a proposal to raise a portion of the Fort Point Channel seawall in response to projected sea levels.

The FEIR provided conceptual plans illustrating the proposed location of the new headhouse, platform, and elevated concourse. The new headhouse is proposed to be two-stories with an elevated concourse connecting to the historic headhouse. The FEIR does not include proposed conceptual designs or architectural drawings of the proposed new construction and modifications to the historic South Station Headhouse. Conceptual designs and architectural drawings of the proposed new construction and modifications to the historic South Station Headhouse should be submitted to MHC as soon as they are available at 30% design.

The MHC requests submittal of engineering drawings and detailed project plans for the proposed raising of a portion of the Fort Point Channel seawall. The historic seawalls are listed in the National Register of Historic Places as contributing resources to the Fort Point Channel Historic District.

The MHC looks forward to receipt of additional information cited above and to the Federal Railroad Administration's (FRA) determinations of effects for the preferred project alternative in compliance with Section 106 of the National Historic Preservation Act (36 CFR 800).

The MHC looks forward to continued consultation with the FRA, MassDOT, and the MBTA, and as project planning proceeds.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), M.G.L. Chapter 9, Sections 26-27C (950 CMR 71.00) and MEPA (301 CMR 11). Please contact Jonathan K. Patton or Elizabeth Sherva of my staff if you have any questions.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Mary Beth Mello, Federal Transit Administration
Michelle Fishburne, Federal Railroad Administration
Matthew Ciborowski, MassDOT
Andrew Brennan, MBTA
Boston Landmarks Commission
Boston Preservation Alliance
Joe Bagley, Boston City Archaeologist
Deborah C. Cox, PAL, Attn: Suzanne Cherau

AUG 1 '16 PM 2:21

MassDOT Planning

Letter of Transmittal

HNTB Job # 55772
VIA Essek Petrie
Date: 8/4/2016

HNTB

To: Brona Simon Regarding: South Station Expansion project
State Historic Preservation Officer Continuation of Section 106 Consultation
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

We are forwarding to you:

<input type="checkbox"/> Estimates	<input type="checkbox"/> Plans	<input type="checkbox"/> Prints
<input checked="" type="checkbox"/> Reports	<input type="checkbox"/> Shop Drawings	<input type="checkbox"/> Samples
<input type="checkbox"/> Change Order	<input type="checkbox"/> Disk	<input type="checkbox"/> Copy of Letter
<input type="checkbox"/> Book	<input type="checkbox"/> Other	

# of Copies	Drawing #	Last Dated	Code	Description
1		3/2016		SSX Historical Architectural Resources Tech Report
1		3/15/16		Raising Dorchester Avenue Seawall Information Package
1		8/4/16		Letter from FRA

These are transmitted:

<input checked="" type="checkbox"/> For approval	<input type="checkbox"/> Resubmit	<input type="checkbox"/> copies for review	<input type="checkbox"/> No exceptions taken (NE)
<input type="checkbox"/> For your use	<input type="checkbox"/> Submit	<input type="checkbox"/> copies for distribution	<input type="checkbox"/> Make corrections noted (MCN)
<input checked="" type="checkbox"/> As requested	<input type="checkbox"/> Return	<input type="checkbox"/> corrected prints	<input type="checkbox"/> Amend and resubmit (AR)
<input checked="" type="checkbox"/> For review and comment			

Please note:



By: Essek Petrie

Copy to: Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

August 4, 2016

**Re: South Station Expansion Project, Boston, Massachusetts
Continuation of Section 106 Consultation
Conditional Finding of No Adverse Effect**

Dear Ms. Simon:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station in Boston. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act (NEPA/MEPA) reviews, and preliminary engineering. The purpose of the SSX Project is to expand South Station terminal capacity and related layover capacity in order to meet current and future high-speed, intercity, and commuter rail service needs. The expansion of South Station would enable much-needed growth in passenger rail along the Northeast Corridor and within the Commonwealth of Massachusetts. The SSX Project would also facilitate improvements in corridor and regional mobility, passenger experience and comfort, economic development, and quality of life. The purpose of this letter is to continue consultation with your office pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. § 306108, and its implementing regulations, Protection of Historic Properties (36 CFR part 800) ("Section 106") for the SSX Project.

In July 2014, FRA submitted to your office two draft technical reports for the SSX Project, one for historic architectural resources and one for archaeological resources:

- *Historical Architectural Resources Existing Conditions Technical Report Task 13*, (dated May 2014.)
- *Phase I Archaeological Reconnaissance Survey Technical Report Task 13* (dated January 2014).

A copy of FRA's July 3, 2014 transmittal of these two documents is included in Attachment D of the enclosed revised *Historic Architectural Resources Technical Report* (March 2016).

The *Historic Architectural Resources Technical Report* (dated May 2014) established and documented the SSX Project's Area of Potential Effects (APE). The *Phase I Archaeological Reconnaissance Survey Technical Report* (dated January 2014) provided an archaeological sensitivity assessment for the project, and was conducted under State Archaeologist's Permit Number 3397 issued on June 18, 2013. MHC provided comments to FRA, in a letter dated August 13, 2014, which concurred with the identification and evaluation findings presented in these reports and offered specific comments (copy of letter included

in Attachment D of the enclosed report). In that letter, MHC concurred with the results of the archaeological reconnaissance survey that the majority of the project parcels possess low archaeological sensitivity and recommended no further archaeological survey for the project parcels.

Project Update

The SSX Project was described in the *Draft Environmental Impact Report (DEIR)*, submitted to MHC in October 2014. The DEIR included the *Historic Architectural Resources Technical Report* (dated May 2014) and *Phase I Archaeological Reconnaissance Survey Technical Report Task 13* (dated October 2014). Since that time, MassDOT has selected its preferred Build Alternative. The enclosed updated *Historic Architectural Resources Technical Report* (dated March 2016) provides an update on the current proposed project. The March 2016 report removed references to other build alternatives, which are no longer being considered. The updated report discusses proposed improvements to a portion of the Fort Point Channel east seawall, a contributing structure to the Fort Point Channel Historic District. In addition, the updated report includes FRA's determination of effects to historic properties. The *Phase I Archaeological Reconnaissance Survey Technical Report Task 13* (dated October 2014), included in the DEIR, provides an archaeological assessment for the project components selected for the Build Alternative; therefore, no additional archaeological assessment was conducted for the currently proposed SSX Project.

MassDOT recently submitted a Final Environmental Impact Report (FEIR) to comply with MEPA, and FRA and MassDOT are concurrently preparing a separate Environmental Assessment (EA) to comply with NEPA. FRA, in accordance with Section 106, is providing your office with information on the SSX Project as currently proposed. This information includes a description of the undertaking, identification of consulting parties, a definition of the APE, identification of historic properties, and a determination of effects.

To date, FRA in coordination with MassDOT has completed the following steps in the Section 106 process for the SSX Project:

Establishment of an Undertaking

FRA determined that the proposed SSX Project is an undertaking, in compliance with 36 CFR 800.3(a) and as defined in 36 CFR 800.16(y), and determined that the project has the potential to cause effects on historic properties. The MassDOT letter on behalf of FRA (dated October 24, 2012) to your office, tribal organizations, and the Massachusetts Commission on Indian Affairs (MCIA) initiated Section 106 consultation, identified the project as an undertaking under Section 106, and invited these parties to participate in consultation. Copies of the MassDOT letters are included in Attachment D of the enclosed *Historic Architectural Resources Technical Report* (dated March 2016).

Identification of Consulting Parties

FRA identified MHC as the appropriate SHPO for the SSX Project/undertaking.

FRA identified the Boston Landmarks Commission (BLC) as an appropriate representative of the local government.

FRA identified the Wampanoag Tribe of Gay Head (Aquinnah) and the Mashpee Wampanoag Tribe as tribal organizations to be consulted regarding the proposed project.

The MCIA was also identified as an appropriate party to be consulted regarding the proposed SSX Project.

As the Project has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified the following potential additional consulting parties who may be interested in the SSX Project and intends to invite them to participate in the Section 106 process:

- Fort Point Channel Landmark District Commission
- National Railroad Passenger Corporation (Amtrak)
- Metropolitan Area Planning Council
- Boston Preservation Alliance
- Preservation Massachusetts
- Boston Harbor Now
- Save the Harbor Save the Bay
- WalkBoston

FRA requests feedback from your office regarding whether any additional parties your office may wish to identify should be invited to participate in the Section 106 process for the SSX Project.

Identification of the Area of Potential Effects

FRA in coordination with MassDOT established three APEs for historic architectural resources:

- South Station project area surrounding South Station new construction;
- Areas where only minor rail improvements associated with the South Station Terminal are proposed; and
- Two layover facility sites.

The APEs were described in the *Historic Architectural Resources Technical Report* (dated May 2014) and the *Phase I Archaeological Reconnaissance Survey Technical Report* (dated October 2014). A revised historic architectural APE is described in the enclosed *Historic Architectural Resources Technical Report* (dated March 2016). The APE for archaeological resources, established in 2014, has not been revised and consists of the direct impact for construction activities proposed within the project boundaries of the 49-acre site located in and around existing South Station and the two layover facility sites.

Identification of Historic Properties

MassDOT and its consultants, on behalf of FRA, identified historic properties within and in the vicinity of the APE, which included research and field survey. The *Massachusetts Cultural Resource Information System* (MACRIS) online database, the National and State Registers of Historic Places, and the *Inventory of the Historic and Archaeological Assets of the Commonwealth* (the “Inventory”) maintained by MHC were reviewed.

Background research and subsequent field survey updated in 2016 for historic architectural resources concluded that the APE, comprised of three sites (South Station and two layover facility sites), encompasses:

- Six properties listed in the National and/or State Registers;
- 12 properties included in the Inventory; and
- One property that was at least 50 years old and not previously surveyed.

Of the 12 inventoried properties, six are recommended as eligible for inclusion in the National Register of Historic Places (NRHP), per the National Register eligibility criteria established by the National Park Service, including one property less than 50 years of age that appears to meet the threshold of exceptional significance of the National Register Criterion Consideration G. Six of the inventoried properties are less than 50 years of age and/or were previously recommended as not meeting National Register eligibility criteria. One property (Gillette) was identified as being at least 50 years old and not previously surveyed, and is also recommended as eligible for inclusion in the NRHP. The results of the revised survey to identify and evaluate historic properties are presented in the enclosed *Historic Architectural Resources Technical Report* (dated March 2016).

Background research and field survey for archaeological resources undertaken in 2014 concluded that the archaeological resources APE (South Station and two layover facility sites) does not contain any archaeological sites or sensitivity areas where potentially significant below ground resources may be present.

Determination of Effects

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the APE.

FRA and MassDOT recognize that multiple historic architectural properties are located within the APE. FRA and MassDOT have further determined that the SSX project would have “no effect” on a majority of these historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation for the Fort Point Channel Historic District. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction or operation-period noise impacts.

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700-foot section of the east seawall along Dorchester Avenue by 1.5 feet to match the elevation of the adjacent east seawall to the north and south. MassDOT’s proposal to raise the seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and is necessary to help mitigate potential future flooding on the South Station site. These improvements to the seawall are further discussed in the enclosed *Historic Architectural Resources Technical Report* (dated March 2016). The seawall improvements would not introduce any elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior’s Standards for Rehabilitation. Under

Section 4(f) of the U.S. Department of Transportation Act of 1966, FRA proposes that the seawall improvements would have a *de minimis* impact on this 4(f)-protected historic property. Replacing the deteriorated railing is considered to enhance preservation of the resource and raising the elevation of the seawall represents mitigation to address sea level rise.

The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT will submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the established design principles and historic preservation standards for new construction.

Effects of the SSX Project on historic properties located within the APE are summarized in Table 3 of the enclosed updated March 2016 *Historic Architectural Resources Technical Report* and excerpted as Table 1 below. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties and either no use or *de minimis* impacts under Section 4(f), provided conditions described in the enclosed technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
Properties listed in the National and/or State Registers of Historic Places		
Leather District	No Effect	NA
Russia Wharf Buildings	No Effect	NA
Commercial Palace Historic District	No Effect	NA
Fort Point Channel Historic District	No Adverse Effect	- Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Repairs
South Station Headhouse	No Adverse Effect	- Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review
Fort Point Channel Landmark District	No Adverse Effect	- Construction Management Plan/Noise Management Plan - South Station Noise Barrier

Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth		
Chester Guild, Hide and Leather Machine Company	No Effect	NA
Chinatown District	No Effect	NA
Federal Reserve Bank of Boston	No Effect	NA
Kneeland Street Steam Heating Plant	No Effect	NA
South End Industrial Area	No Effect	NA
Weld Building	No Effect	NA
USPS General Mail Facility/South Postal Annex	No Historic Properties Affected – Recommended Not National Register Eligible	NA
Properties Not Previously Surveyed		
Gillette	No Effect	NA

Consultation and Comments to Date

The Wampanoag Tribe of Gay Head (Aquinnah), Mashpee Wampanoag Tribe, and the MCIA were provided project information by MassDOT on behalf of FRA in letters dated October 24, 2012. BLC was provided a copy of the DEIR for review and comment. To date, FRA has received no comments from any of these consulting parties. A follow-up telephone call from MassDOT to the BLC confirmed that the BLC has “no comment” on the proposed project (telephone communication on January 8, 2016). MassDOT, on behalf of FRA, will share a summary of the aforementioned effects determinations with these consulting parties, as well as any newly identified parties who may wish to participate in the Section 106 process, for review and comment. Upon concurrence from MHC, the final *Historic Architectural Resources Technical Report* will be made available to the consulting parties and the public via posting on the SSX Project website at <https://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

In accordance with 36 CFR 800.5(c), FRA is notifying MHC of its proposed finding of a conditional No Adverse Effect and seeking written concurrence from your office with this finding. FRA is also seeking MHC’s input regarding extending a consulting parties invitation to additional parties. If you have questions about the SSX Project or require additional information, please contact me at (202) 366-0340 or laura.shick@dot.gov. FRA looks forward to a response within 30 days of MHC’s receipt of this letter.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

Enclosures

cc: w/o enclosures: Stephen Woelfel, MassDOT



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

August 30, 2016

Laura Shick
Federal Preservation Officer
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA;
MHC# RC.53253, EEA# 15028

Dear Ms. Shick:

Staff of the Massachusetts Historical Commission (MHC) have reviewed the information that was submitted, received at this office on August 5, 2016, for the project referenced above. The staff of the MHC have the following comments.

The proposed project Build Alternative includes the addition of seven new tracks and four platforms for rail service and the construction of a new two-story headhouse with an elevated concourse connection to the historic headhouse. Additionally, the proposed project now includes a proposal to raise a portion of the Fort Point Channel seawall in response to projected sea levels. Both Widett Circle and Readville – Yard 2 continue to be considered for the location of the mid-day train layover location. The current Build Alternative does not include a joint development with the air rights development at South Station.

MHC requests that the Friends of Fort Point Channel be invited to participate in the Section 106 process as a consulting party.

The MHC cannot concur with the finding of conditional no adverse effect at this time. The information submitted to MHC is incomplete. The MHC requests that the following information be submitted in order to evaluate the potential effects of the work proposed:

- Clarification on the granite proposed for Seawall modifications. MHC received the South Station Expansion Project Memorandum for Raising Dorchester Avenue Seawall Information Package as part of the submission received at this office on August 5, 2016. While the submission lists Granite blocks in the materials list, it is unclear how this material will be obtained. The submission states, "...either recovered from near the seawall/channel or acquired from local quarries in Massachusetts or New England (See attached original list from the American Society of Civil Engineers, June 1900 paper)." The American Society of Civil Engineers list was not included in the submission. Will the Fort Point Channel be dredged to obtain granite? How will the project proponent assure that the granite will be of the same color, texture, and mineral makeup as the existing Seawall granite?
- Clarification on the proposed closure of the South Station Post Office. The project will displace the South Station United States Post Office operations. Has a new location been chosen for the

South Station United States Post Office operations? If so, where is the proposed location and will it utilize or impact any historic buildings?

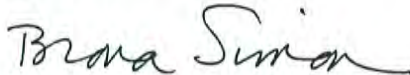
- Clarification on the Visual and Design Considerations for the proposed new headhouse to be connected to the historic headhouse. The information that was submitted states that the design will be "consistent with the established design principles and historic preservation standards for new construction." Please clarify which historic preservation standards are being referred to, such as the Secretary of the Interior's Standards for Rehabilitation.

Additionally, the MHC requests that the actual conditions to a potential conditional no adverse effect finding be detailed. Table 1 SSX Project Determination of Effects, abbreviates the conditions and does not adequately detail the conditions.

MHC looks forward to receiving the requested information and continued consultation with the FRA, MassDOT, and the MBTA, and as project planning proceeds.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), M.G.L. Chapter 9, Sections 26-27C (950 CMR 71.00) and MEPA (301 CMR 11). Please contact Jonathan K. Patton or Elizabeth Sherva of my staff if you have any questions.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Mary Beth Mello, Federal Transit Administration
Michelle Fishburne, Federal Railroad Administration
Matthew Ciborowski, MassDOT
Andrew Brennan, MBTA
Secretary Matthew Beaton, EEA/MEPA Unit
Boston Landmarks Commission
Boston Preservation Alliance
Joe Bagley, Boston City Archaeologist
Deborah C. Cox, PAL, Attn: Suzanne Cherau



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Stephen Gardner
Executive Vice President, Chief of NEC Business Development
Amtrak
60 Massachusetts Avenue, NE
Washington, DC 20002

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Mr. Gardner,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

Concurrently with the NEPA process, FRA and MassDOT are considering potential impacts of the SSX Project on historic properties, as required by Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. To date, FRA and MassDOT have consulted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office, the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, the Massachusetts Commission on Indian Affairs, and the Boston Landmarks Commission. As the SSX Project planning has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified your organization as a potential additional consulting party who may be interested in the project and its potential effects on historic properties. Therefore, by way of this letter, FRA formally invites your organization to be a consulting party in the Section 106 process for the SSX Project.

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

Boston South Station Expansion Project 2

- Acquiring and demolishing the US Postal Service property on Dorchester Avenue;
- Reopening Dorchester Avenue to the general public and extending the Harborwalk;
- Expanding the South Station Terminal by adding four platforms and seven new tracks; modifying the rail connections to reduce conflicts; and constructing 385,000 square feet of new headhouse and a major station entrance along Dorchester Avenue; and
- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project is available at:

<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

FRA recognizes multiple historic architectural properties are located within the APE. FRA has determined that the SSX Project would have “no effect” on a majority of these historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation for the Fort Point Channel Historic District. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction-period and operational noise impacts.

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700 foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce

elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties, provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
Properties listed in the National and/or State Registers of Historic Places		
Leather District	No Effect	NA
Russia Wharf Buildings	No Effect	NA
Commercial Palace Historic District	No Effect	NA

¹ See <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
Fort Point Channel Historic District	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Improvements consistent with SOI Standards
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Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth		
Chester Guild, Hide and Leather Machine Company	No Effect	NA
Chinatown District	No Effect	NA
Federal Reserve Bank of Boston	No Effect	NA
Kneeland Street Steam Heating Plant	No Effect	NA
South End Industrial Area	No Effect	NA
Weld Building	No Effect	NA
USPS General Mail Facility/South Postal Annex	No Historic Properties Affected – Recommended Not National Register Eligible	NA
Properties Not Previously Surveyed		
Gillette	No Effect	NA

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

If your organization wishes to accept this Section 106 consulting party invitation and provide comments regarding the effects of the SSX Project on historic properties, please respond in writing (letter or email to laura.shick@dot.gov) at your earliest convenience. In your organization's response, please identify and provide contact information for a point of contact to receive any future Section 106-related correspondence or SSX Project updates. Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you have any questions about the SSX Project in general, please contact the individuals below:

MassDOT:

Mr. Stephen Woelfel
South Station Expansion Project Manager
Deputy Director, MassDOT Office of Transportation Planning
(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
(617) 431-0416
amishi.castelli@dot.gov

Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Greg Galer
Executive Director
Boston Preservation Alliance
The Otis House
141 Cambridge Street
Boston, MA 02114

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Mr. Galer,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

Concurrently with the NEPA process, FRA and MassDOT are considering potential impacts of the SSX Project on historic properties, as required by Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. To date, FRA and MassDOT have consulted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office, the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, the Massachusetts Commission on Indian Affairs, and the Boston Landmarks Commission. As the SSX Project planning has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified your organization as a potential additional consulting party who may be interested in the project and its potential effects on historic properties. Therefore, by way of this letter, FRA formally invites your organization to be a consulting party in the Section 106 process for the SSX Project.

Boston South Station Expansion Project 2

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

- Acquiring and demolishing the US Postal Service property on Dorchester Avenue;
- Reopening Dorchester Avenue to the general public and extending the Harborwalk;
- Expanding the South Station Terminal by adding four platforms and seven new tracks; modifying the rail connections to reduce conflicts; and constructing 385,000 square feet of new headhouse and a major station entrance along Dorchester Avenue; and
- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project is available at:

<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

FRA recognizes multiple historic architectural properties are located within the APE. FRA has determined that the SSX Project would have “no effect” on a majority of these historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation for the Fort Point Channel Historic District. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction-period and operational noise impacts.

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700 foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in

response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
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On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties, provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
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Chinatown District	No Effect	NA
Federal Reserve Bank of Boston	No Effect	NA
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Gillette	No Effect	NA

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

If your organization wishes to accept this Section 106 consulting party invitation and provide comments regarding the effects of the SSX Project on historic properties, please respond in writing (letter or email to laura.shick@dot.gov) at your earliest convenience. In your organization's response, please identify and provide contact information for a point of contact to receive any future Section 106-related correspondence or SSX Project updates. Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you have any questions about the SSX Project in general, please contact the individuals below:

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Mr. Stephen Woelfel
South Station Expansion Project Manager
Deputy Director, MassDOT Office of Transportation Planning
(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
(617) 431-0416
amishi.castelli@dot.gov

Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Kathy Abbott
President and CEO
Boston Harbor Now
15 State Street, Suite 1100
Boston, MA 02109

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Ms. Abbott,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

Concurrently with the NEPA process, FRA and MassDOT are considering potential impacts of the SSX Project on historic properties, as required by Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. To date, FRA and MassDOT have consulted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office, the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, the Massachusetts Commission on Indian Affairs, and the Boston Landmarks Commission. As the SSX Project planning has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified your organization as a potential additional consulting party who may be interested in the project and its potential effects on historic properties. Therefore, by way of this letter, FRA formally invites your organization to be a consulting party in the Section 106 process for the SSX Project.

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

Boston South Station Expansion Project 2

- Acquiring and demolishing the US Postal Service property on Dorchester Avenue;
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Information and background on the SSX Project is available at:

<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

FRA recognizes multiple historic architectural properties are located within the APE. FRA has determined that the SSX Project would have “no effect” on a majority of these historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation for the Fort Point Channel Historic District. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction-period and operational noise impacts.

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700 foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce

elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
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On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties, provided conditions described in the technical report are implemented to avoid adverse project impacts.

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Boston South Station Expansion Project 5

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(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
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Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/17/16

Shawn P. Ford
President
Friends of Fort Point Channel
290 Congress Street, 2nd Floor
Boston, MA 02210

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Mr. Ford,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

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Boston South Station Expansion Project 2

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Boston South Station Expansion Project 5

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Ms. Amishi Castelli
Environmental Protection Specialist
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Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Lissa Schwab
Preservation Planner
Fort Point Channel Landmark District Commission
Boston City Hall, Room 709
Boston, MA 02201

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Ms. Schwab,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

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Boston South Station Expansion Project 2

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<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

FRA recognizes multiple historic architectural properties are located within the APE. FRA has determined that the SSX Project would have “no effect” on a majority of these historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation for the Fort Point Channel Historic District. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction-period and operational noise impacts.

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700 foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce

elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties, provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
Properties listed in the National and/or State Registers of Historic Places		
Leather District	No Effect	NA
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Commercial Palace Historic District	No Effect	NA

¹ See <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>

Table 1 SSX Project Determination of Effects

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Fort Point Channel Historic District	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Improvements consistent with SOI Standards
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Kneeland Street Steam Heating Plant	No Effect	NA
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Weld Building	No Effect	NA
USPS General Mail Facility/South Postal Annex	No Historic Properties Affected – Recommended Not National Register Eligible	NA
Properties Not Previously Surveyed		
Gillette	No Effect	NA

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

If your organization wishes to accept this Section 106 consulting party invitation and provide comments regarding the effects of the SSX Project on historic properties, please respond in writing (letter or email to laura.shick@dot.gov) at your earliest convenience. In your organization's response, please identify and provide contact information for a point of contact to receive any future Section 106-related correspondence or SSX Project updates. Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you have any questions about the SSX Project in general, please contact the individuals below:

MassDOT:

Mr. Stephen Woelfel
South Station Expansion Project Manager
Deputy Director, MassDOT Office of Transportation Planning
(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
(617) 431-0416
amishi.castelli@dot.gov

Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Marc Draisén
Executive Director
Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Mr. Draisén,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

Concurrently with the NEPA process, FRA and MassDOT are considering potential impacts of the SSX Project on historic properties, as required by Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. To date, FRA and MassDOT have consulted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office, the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, the Massachusetts Commission on Indian Affairs, and the Boston Landmarks Commission. As the SSX Project planning has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified your organization as a potential additional consulting party who may be interested in the project and its potential effects on historic properties. Therefore, by way of this letter, FRA formally invites your organization to be a consulting party in the Section 106 process for the SSX Project.

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

Boston South Station Expansion Project 2

- Acquiring and demolishing the US Postal Service property on Dorchester Avenue;
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- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project is available at:

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Determination of Effects to Historic Properties

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

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On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties, provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

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Chester Guild, Hide and Leather Machine Company	No Effect	NA
Chinatown District	No Effect	NA
Federal Reserve Bank of Boston	No Effect	NA
Kneeland Street Steam Heating Plant	No Effect	NA
South End Industrial Area	No Effect	NA
Weld Building	No Effect	NA
USPS General Mail Facility/South Postal Annex	No Historic Properties Affected – Recommended Not National Register Eligible	NA
Properties Not Previously Surveyed		
Gillette	No Effect	NA

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

If your organization wishes to accept this Section 106 consulting party invitation and provide comments regarding the effects of the SSX Project on historic properties, please respond in writing (letter or email to laura.shick@dot.gov) at your earliest convenience. In your organization's response, please identify and provide contact information for a point of contact to receive any future Section 106-related correspondence or SSX Project updates. Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you have any questions about the SSX Project in general, please contact the individuals below:

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Mr. Stephen Woelfel
South Station Expansion Project Manager
Deputy Director, MassDOT Office of Transportation Planning
(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
(617) 431-0416
amishi.castelli@dot.gov

Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

James W. Igoe
President
Preservation Massachusetts
The Landmark Building
34 Main Street Extension, Suite 401
Plymouth, MA 02360

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Mr. Igoe,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

Concurrently with the NEPA process, FRA and MassDOT are considering potential impacts of the SSX Project on historic properties, as required by Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. To date, FRA and MassDOT have consulted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office, the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, the Massachusetts Commission on Indian Affairs, and the Boston Landmarks Commission. As the SSX Project planning has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified your organization as a potential additional consulting party who may be interested in the project and its potential effects on historic properties. Therefore, by way of this letter, FRA formally invites your organization to be a consulting party in the Section 106 process for the SSX Project.

Boston South Station Expansion Project 2

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

- Acquiring and demolishing the US Postal Service property on Dorchester Avenue;
- Reopening Dorchester Avenue to the general public and extending the Harborwalk;
- Expanding the South Station Terminal by adding four platforms and seven new tracks; modifying the rail connections to reduce conflicts; and constructing 385,000 square feet of new headhouse and a major station entrance along Dorchester Avenue; and
- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project is available at:

<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

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The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700 foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in

response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
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On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

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FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

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If you have any questions about the SSX Project in general, please contact the individuals below:

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Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
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cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Patricia A. Foley
President
Save the Harbor Save the Bay
212 Northern Ave, Suite 304 West
Boston, MA 02210

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Ms. Foley,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

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Boston South Station Expansion Project 2

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South Station Expansion Project Manager
Deputy Director, MassDOT Office of Transportation Planning
(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
Environmental Protection Specialist
(617) 431-0416
amishi.castelli@dot.gov

Thank you for your interest in the SSX Project.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

10/19/16

Wendy Landman
Executive Director
WalkBoston
Old City Hall
45 School Street
Boston, MA 02108

**Re: South Station Expansion Project
Section 106 Consulting Party Invitation**

Dear Ms. Landman,

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, preliminary engineering, and evaluation of environmental impacts pursuant to the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA, MassDOT prepared and filed a Draft Environmental Impact Report (DEIR) in October 2014 and the Final Environmental Impact Report (FEIR) in June 2016. MassDOT and FRA are currently developing an Environmental Assessment in accordance with NEPA, which is anticipated to be completed in 2017.

Concurrently with the NEPA process, FRA and MassDOT are considering potential impacts of the SSX Project on historic properties, as required by Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800. To date, FRA and MassDOT have consulted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office, the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, the Massachusetts Commission on Indian Affairs, and the Boston Landmarks Commission. As the SSX Project planning has advanced and because of the growing interest in passenger rail projects and planning efforts along the Northeast Corridor, FRA has identified your organization as a potential additional consulting party who may be interested in the project and its potential effects on historic properties. Therefore, by way of this letter, FRA formally invites your organization to be a consulting party in the Section 106 process for the SSX Project.

Boston South Station Expansion Project 2

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

- Acquiring and demolishing the US Postal Service property on Dorchester Avenue;
- Reopening Dorchester Avenue to the general public and extending the Harborwalk;
- Expanding the South Station Terminal by adding four platforms and seven new tracks; modifying the rail connections to reduce conflicts; and constructing 385,000 square feet of new headhouse and a major station entrance along Dorchester Avenue; and
- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project is available at:

<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

Determination of Effects to Historic Properties

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have “no effect,” “no adverse effect,” or an “adverse effect” on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

FRA recognizes multiple historic architectural properties are located within the APE. FRA has determined that the SSX Project would have “no effect” on a majority of these historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation for the Fort Point Channel Historic District. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction-period and operational noise impacts.

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The SSX Project includes raising an approximately 700 foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in

response to recent projections of sea level rise of nearly two feet by the year 2050 and will help mitigate potential flooding. The proposed improvements to the seawall are further discussed in the FEIR that is available on the project website. The seawall improvements would not introduce elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation¹.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT intends to submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the SSX Project's established design principles and SOI standards regarding new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties, provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
Properties listed in the National and/or State Registers of Historic Places		
Leather District	No Effect	NA
Russia Wharf Buildings	No Effect	NA
Commercial Palace Historic District	No Effect	NA

¹ See <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
Fort Point Channel Historic District	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Improvements consistent with SOI Standards
South Station Headhouse	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review
Fort Point Channel Landmark District	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier
Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth		
Chester Guild, Hide and Leather Machine Company	No Effect	NA
Chinatown District	No Effect	NA
Federal Reserve Bank of Boston	No Effect	NA
Kneeland Street Steam Heating Plant	No Effect	NA
South End Industrial Area	No Effect	NA
Weld Building	No Effect	NA
USPS General Mail Facility/South Postal Annex	No Historic Properties Affected – Recommended Not National Register Eligible	NA
Properties Not Previously Surveyed		
Gillette	No Effect	NA

FRA is currently seeking concurrence from MHC on this Conditional No Adverse Effect finding.

Boston South Station Expansion Project 5

If your organization wishes to accept this Section 106 consulting party invitation and provide comments regarding the effects of the SSX Project on historic properties, please respond in writing (letter or email to laura.shick@dot.gov) at your earliest convenience. In your organization's response, please identify and provide contact information for a point of contact to receive any future Section 106-related correspondence or SSX Project updates. Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you have any questions about the SSX Project in general, please contact the individuals below:

MassDOT:

Mr. Stephen Woelfel
South Station Expansion Project Manager
Deputy Director, MassDOT Office of Transportation Planning
(857) 368-8889
steve.woelfel@state.ma.us

FRA:

Ms. Amishi Castelli
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Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

cc: Amishi Castelli, FRA
Steve Woelfel, MassDOT



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



October 28, 2016

Bettina Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head/Aquinnah
20 Black Brook Road
Aquinnah, MA 02535

Re: MassDOT South Station Expansion Project
Project Notification and No Effect Finding

Dear Ms. Washington:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. MassDOT on behalf of FRA previously reached out to your organization in October 2012 with an invitation to participate in the Section 106 process for the SSX Project. Subsequently, a Draft Environmental Impact Report (DEIR) was filed in October 2014 and the Final Environmental Impact Report (FEIR) was filed in June 2016. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017.

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We are writing to update you on a SSX Project change in compliance with Section 106 of the National Historic Preservation Act and the preparation of an evaluation in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966. In addition, this letter provides FRA's determination of the SSX Project's effects on significant historic properties, in compliance with Section 106.

Project Update – Fort Point Channel Seawall

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FRA Determination of Effects

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have "no effect," "no adverse effect," or an "adverse effect" on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

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On behalf of FRA, MassDOT will submit project plans to MHC at the 30% and 60% design phases for review to confirm the design is consistent with the established design principles and historic preservation standards for new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties and either no use or *de minimis* impacts under Section 4(f), provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
Properties listed in the National and/or State Registers of Historic Places		
Leather District	No Effect	NA
Russia Wharf Buildings	No Effect	NA
Commercial Palace Historic District	No Effect	NA
Fort Point Channel Historic District	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Repairs

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
South Station Headhouse	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review
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Chester Guild, Hide and Leather Machine Company	No Effect	NA
Chinatown District	No Effect	NA
Federal Reserve Bank of Boston	No Effect	NA
Kneeland Street Steam Heating Plant	No Effect	NA
South End Industrial Area	No Effect	NA
Weld Building	No Effect	NA
USPS General Mail Facility/South Postal Annex	No Historic Properties Affected – Recommended Not National Register Eligible	NA
Properties Not Previously Surveyed		
Gillette	No Effect	NA

Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you would like to meet to further discuss the SSX Project, please contact Steve Woelfel, Deputy Director, to arrange a meeting. If you should have any issues of concern or require additional information, please also contact Steve Woelfel, Deputy Director, at the address below:

Stephen Woelfel
 South Station Expansion Project Manager
 Deputy Director, MassDOT Office of Transportation Planning
 10 Park Plaza, Suite 4150
 Boston, MA 02116
 857-368-8889
steve.woelfel@state.ma.us

Your assistance in this matter is greatly appreciated.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "David J. Mohler". The signature is fluid and cursive, with the first name "David" and last name "Mohler" clearly distinguishable.

David J. Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation

cc: Amishi Castelli, FRA Environmental Protection Specialist



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



October 28, 2016

Ramona Peters
Tribal Historic Preservation Officer
Mashpee Wampanoag Tribe
766 Falmouth Road
Mataket Place Office A3
Mashpee, MA 02649

Re: MassDOT South Station Expansion Project
Project Notification and No Effect Finding

Dear Ms. Peters:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. MassDOT on behalf of FRA previously reached out to your organization in October 2012 with an invitation to participate in the Section 106 process for the SSX Project. Subsequently, a Draft Environmental Impact Report (DEIR) was filed in October 2014 and the Final Environmental Impact Report (FEIR) was filed in June 2016. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017.

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Information and background on the SSX Project can be found at:
<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

We are writing to update you on a SSX Project change in compliance with Section 106 of the National Historic Preservation Act and the preparation of an evaluation in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966. In addition, this letter provides FRA's determination of the SSX Project's effects on significant historic properties, in compliance with Section 106.

Project Update – Fort Point Channel Seawall

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The DEIR did not include any proposed improvements to the seawall. Project plans have been updated and the SSX Project now includes raising an approximately 700-foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and is will mitigate potential flooding on the site. These improvements to the seawall are further discussed in the FEIR that can be found on the project website. The seawall improvements would not introduce elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's Standards for Rehabilitation. Under Section 4(f), FRA proposes that the seawall improvements would have a *de minimis* impact on this 4(f)-protected historic property. In addition to elevating the seawall to matchup with the adjacent sections, MassDOT is also proposing to replace the existing deteriorated railing. Replacing the deteriorated railing is considered enhancing preservation of the resource and raising the elevation of the seawall represents mitigation to address sea level rise.

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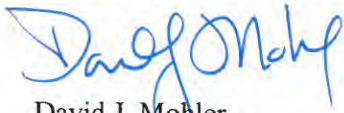
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 10 Park Plaza, Suite 4150
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David J. Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation

cc: Amishi Castelli, FRA Environmental Protection Specialist



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



October 28, 2016

John Peters
Executive Director
Massachusetts Commission on Indian Affairs
100 Cambridge Street
Suite 300
Boston, MA 02114

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The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT will submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the established design principles and historic preservation standards for new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties and either no use or *de minimis* impacts under Section 4(f), provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
Properties listed in the National and/or State Registers of Historic Places		
Leather District	No Effect	NA
Russia Wharf Buildings	No Effect	NA
Commercial Palace Historic District	No Effect	NA
Fort Point Channel Historic District	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier - Fort Point Channel West Seawall Repairs

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
South Station Headhouse	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review
Fort Point Channel Landmark District	No Adverse Effect	<ul style="list-style-type: none"> - Construction Management Plan/Noise Management Plan - South Station Noise Barrier
Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth		
Chester Guild, Hide and Leather Machine Company	No Effect	NA
Chinatown District	No Effect	NA
Federal Reserve Bank of Boston	No Effect	NA
Kneeland Street Steam Heating Plant	No Effect	NA
South End Industrial Area	No Effect	NA
Weld Building	No Effect	NA
USPS General Mail Facility/South Postal Annex	No Historic Properties Affected – Recommended Not National Register Eligible	NA
Properties Not Previously Surveyed		
Gillette	No Effect	NA

Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you would like to meet to further discuss the SSX Project, please contact Steve Woelfel, Deputy Director, to arrange a meeting. If you should have any issues of concern or require additional information, please also contact Steve Woelfel, Deputy Director, at the address below:

Stephen Woelfel
 South Station Expansion Project Manager
 Deputy Director, MassDOT Office of Transportation Planning
 10 Park Plaza, Suite 4150
 Boston, MA 02116
 857-368-8889
steve.woelfel@state.ma.us

Your assistance in this matter is greatly appreciated.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "David J. Mohler". The signature is fluid and cursive, with the first name "David" and last name "Mohler" clearly distinguishable.

David J. Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation

cc: Amishi Castelli, FRA Environmental Protection Specialist



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



October 28, 2016

Roseanne Foley
Executive Director
Boston Landmarks Commission
City Hall
1 City Hall Square
Boston, MA 02201

Re: MassDOT South Station Expansion Project
Project Notification and No Effect Finding

Dear Ms. Foley:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. Subsequently, a Draft Environmental Impact Report (DEIR) was filed in October 2014 and the Final Environmental Impact Report (FEIR) was filed in June 2016. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017.

The SSX Project is being undertaken to expand South Station terminal capacity and related layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The SSX Project will include the following elements:

- Acquiring and demolishing the US Postal Service (USPS) property on Dorchester Avenue;
- Reopening Dorchester Avenue to the general public and extending the Harborwalk;
- Expanding the South Station Terminal by adding four platforms and seven new tracks; modifying the rail connections to reduce conflicts; and constructing 385,000 square feet of new headhouse and a major station entrance along Dorchester Avenue;
- Constructing rail layover facilities for storing trains at midday at Widett Circle and Readville-Yard 2. (MassDOT is analyzing a third layover facility at Beacon Park Yard under MassDOT's I-90 Allston Interchange Improvement project.)

Information and background on the SSX Project can be found at:
<http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

We are writing to update you on a SSX Project change in compliance with Section 106 of the National Historic Preservation Act and the preparation of an evaluation in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966. In addition, this letter provides FRA's determination of the SSX Project's effects on significant historic properties, in compliance with Section 106.

Project Update – Fort Point Channel Seawall

The Fort Point Channel east and west seawalls are contributing structures to the Fort Point Channel Historic District. The DEIR did not include any proposed improvements to the seawall. Project plans have been updated and the SSX Project now includes raising an approximately 700-foot section of Dorchester Avenue, including the west seawall, by 1.5 feet to match the elevation of the adjacent seawall to the north and south. MassDOT's proposal to raise the roadway and seawall is in response to recent projections of sea level rise of nearly two feet by the year 2050 and is will mitigate potential flooding on the site. These improvements to the seawall are further discussed in the FEIR that can be found on the project website. The seawall improvements would not introduce elements that are out of character with the Fort Point Channel Historic District and have been designed to be consistent with the Secretary of the Interior's Standards for Rehabilitation. Under Section 4(f), FRA proposes that the seawall improvements would have a *de minimis* impact on this 4(f)-protected historic property. In addition to elevating the seawall to matchup with the adjacent sections, MassDOT is also proposing to replace the existing deteriorated railing. Replacing the deteriorated railing is considered enhancing preservation of the resource and raising the elevation of the seawall represents mitigation to address sea level rise.

FRA Determination of Effects

FRA and MassDOT applied the Section 106 and MHC effect criteria (36 CFR 800.5 and 950 CMR 71.07(2)(b)) to determine if the project would have "no effect," "no adverse effect," or an "adverse effect" on historic properties located within the Area of Potential Effects (APE). The resources and review process are described in the *Historic Architectural Resources Technical Report* (dated March 2016).

FRA recognizes multiple historic architectural properties are located within the APE. The project would have "no effect" on a majority of the historic properties. Impacts of the SSX Project to historic properties in the APE would be limited to potential construction noise impacts to the South Station headhouse and potential operational noise impacts to the Fort Point Channel Historic District. A Construction Management Plan/Noise Control Plan would be implemented to assure construction noise would be in compliance with Federal Transit Administration and City of Boston construction noise limits. A moderate noise impact is expected to occur to sensitive receptors within the Fort Point Channel Historic District due to the removal of the USPS facility along Dorchester Avenue. To eliminate or minimize adverse noise impacts to the Fort Point Channel Historic District, a noise barrier would be installed along the length of the easternmost track to provide mitigation. FRA and MassDOT believe these mitigation measures will effectively eliminate or minimize any potential adverse construction-period and operational noise impacts.

As noted above, the Fort Point Channel seawalls are contributing structures to the Fort Point Channel Historic District. The seawall improvements, designed to be consistent with the Secretary

of the Interior's Standards for Rehabilitation, would have no adverse effect on the historic seawall or district.

The project would have no adverse visual effect on views to or from historic properties within the South Station APE because the physical improvements of the station expansion would be consistent with the scale of the existing South Station headhouse. The project, as designed, would not have any adverse visual impacts on the South Station headhouse or surrounding historic properties. Design principles have been developed to guide the planning and design of the project. Specific to historic preservation, planning and design principles include:

- Respecting South Station's rich history, its prominent location, and its role as the transportation hub for the region;
- Creating a work of civil architecture that complements the historic and architectural significance of the 1899 headhouse; and
- Recognizing and protecting the historic integrity of the existing South Station headhouse and its value as a public space.

On behalf of FRA, MassDOT will submit project plans to MHC at the 30% and 60% design phases for review, to confirm the design is consistent with the established design principles and historic preservation standards for new construction.

Effects of the SSX Project on historic properties located within the APE are included in *Historic Architectural Resources Technical Report* (March 2016) and excerpted below as Table 1. FRA has determined that the SSX Project would have **No Adverse Effect** on historic properties and either no use or *de minimis* impacts under Section 4(f), provided conditions described in the technical report are implemented to avoid adverse project impacts.

Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
Properties listed in the National and/or State Registers of Historic Places		
Leather District	No Effect	NA
Russia Wharf Buildings	No Effect	NA
Commercial Palace Historic District	No Effect	NA
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Table 1 SSX Project Determination of Effects

Name	Determination of Effect	Conditions
South Station Headhouse	No Adverse Effect	- Construction Management Plan/Noise Management Plan - Historic Preservation Design Principles - MHC Design Review
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Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth		
Chester Guild, Hide and Leather Machine Company	No Effect	NA
Chinatown District	No Effect	NA
Federal Reserve Bank of Boston	No Effect	NA
Kneeland Street Steam Heating Plant	No Effect	NA
South End Industrial Area	No Effect	NA
Weld Building	No Effect	NA
USPS General Mail Facility/South Postal Annex	No Historic Properties Affected – Recommended Not National Register Eligible	NA
Properties Not Previously Surveyed		
Gillette	No Effect	NA

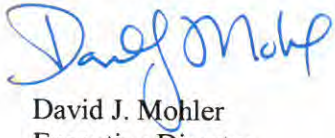
Lastly, if your organization accepts this invitation and would like to receive and review the full *Historic Architectural Resources Technical Report*, please contact: Mr. Essek Petrie at epetrie@hntb.com or (617) 532-2229.

If you would like to meet to further discuss the SSX Project, please contact Steve Woelfel, Deputy Director, to arrange a meeting. If you should have any issues of concern or require additional information, please also contact Steve Woelfel, Deputy Director, at the address below:

Stephen Woelfel
 South Station Expansion Project Manager
 Deputy Director, MassDOT Office of Transportation Planning
 10 Park Plaza, Suite 4150
 Boston, MA 02116
 857-368-8889
steve.woelfel@state.ma.us

Your assistance in this matter is greatly appreciated.

Sincerely yours,



David J. Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation

cc: Amishi Castelli, FRA Environmental Protection Specialist



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

November 23, 2016

Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

**Re: South Station Expansion Project
Continuation of Section 106 Consultation
Finding of Conditional No Adverse Effect
MHC# RC.53253; EEA#15028**

Dear Ms. Simon:

Thank you for your letter to the Federal Railroad Administration (FRA) dated August 30, 2016 regarding the Massachusetts Department of Transportation's (MassDOT) proposed South Station Expansion (SSX) Project. Your letter was a response to FRA's letter dated August 4, 2016, regarding FRA's proposed conditional No Adverse Effect finding for the project. FRA understands that the Massachusetts Historical Commission (MHC) was not able to concur with FRA's determination and requested more information. This letter responds to that request.

- *Additional Section 106 Consulting Parties* – MHC requested that the Friends of Fort Point Channel be invited to participate in the Section 106 process as a consulting party. FRA agreed to this request, and an invitation letter was sent to Shawn Ford, President, Friends of Fort Point Channel on October 19, 2016. Additionally, consulting party invitation letters were sent to the following: Stephen Gardner, Executive Vice President, Chief of NEC Business Development, Amtrak; Greg Galer, Executive Director, Boston Preservation Alliance; Kathy Abbott, President and CEO, Boston Harbor Now; Lissa Schwab, Preservation Planner, Fort Point Channel Landmark District Commission; Marc Draisen, Executive Director, Metropolitan Area Planning Council; James Igoe, President, Preservation Massachusetts; Patricia A. Foley, President, Save the Harbor Save the Bay; Wendy Landman, Executive Director, WalkBoston. To date, FRA has received responses from Boston Harbor Now and Amtrak; both entities accepted the invitation to participate as a Section 106 consulting party. MassDOT, on FRA's behalf, will follow up with the remaining parties that have not responded, and will provide all consulting parties with copies of the relevant Section 106 documentation. If any consulting party has questions about or objects to FRA's findings, FRA and MassDOT (and MHC as necessary) will work with that party to resolve the issue.
- *Seawall Modifications* – As described in FRA's August 4th letter, and the revised *Historic Architectural Resources Technical Report* (March 2016), the granite for the new seawall will either be recovered from near the seawall/channel or acquired from a local Massachusetts quarry. If granite blocks are visible within Fort Point Channel at low tide and are readily accessible, they may be salvaged and used to raise the seawall. No dredging of the Fort Point Channel would be undertaken. If recovered granite is not available, granite will be acquired from a local quarry. The

original list from the American Society of Civil Engineers, June 1900 paper is enclosed. This list will be utilized to assist in finding a granite source that matches the existing seawall. Samples of the existing and new granite will be compared to match the color and texture. The granite blocks will be cut and laid to match the existing wall.

- *U.S. Postal Service (USPS) General Mail Facility (GMF)* – The SSX Project would acquire and demolish the USPS GMF. Although the demolition of the USPS facility after it is acquired and vacated is part of the SSX Project, the relocation of the USPS facility is not. For purposes of the Environmental Assessment (EA) that is currently being prepared for the SSX Project in accordance with the National Environmental Policy Act (NEPA), FRA and MassDOT analyzed the potential impacts of relocating the USPS facility to a potential future site (referred to as the Reserved Channel site) in the Seaport area of Boston. However, USPS would determine the future location(s) to which its operations would be relocated, and any such relocation would be subject to separate Section 106 and NEPA reviews led by USPS. FRA understands that MassDOT has recently reengaged USPS in negotiations regarding the purchase of the property adjacent to South Station. For information on the status of these negotiations and the USPS relocation, FRA recommends that MHC contact Mr. Stephen Woelfel, Deputy Director, MassDOT Office of Transportation Planning at (857) 368-8889 or steve.woelfel@state.ma.us.
- *Visual and Design Considerations* – Design Principles have been developed to guide the planning and design of the SSX Project. These principles are included in Section 2.1.4 of the *Final Environmental Impact Report* (June 2016)¹ (FEIR) and excerpted in the *Historical Architectural Resources Technical Report* (March 2016). A copy of the Design Principles is enclosed. In addition, the new construction will be designed to be consistent with the Secretary of the Interior's (SOI) Standards for Rehabilitation and guidelines for new construction: "New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment."²
- *Conditional No Adverse Effect Finding* – In its August 4, 2016 letter to MHC, FRA made a conditional No Adverse Effect finding, provided that certain conditions are met to eliminate potential adverse impacts of the SSX Project on historic architectural properties. MHC requested that FRA's determination be detailed more clearly. The information below is intended to fulfill that request. The current funding for the SSX Project is for preliminary engineering and environmental analysis. The measures described below would be implemented by MassDOT if/when the SSX Project advances through further design and construction.
 - MassDOT will develop and implement a Construction Management Plan/Noise Control Plan to ensure construction noise is in compliance with Federal Transit Administration and City of Boston construction noise limits. Performance criteria will be developed for all noise-sensitive sites and a monitoring program will be followed throughout construction.
 - MassDOT will install a noise barrier along the easternmost track on the Dorchester Avenue side of Boston South Station to minimize or eliminate adverse noise impacts to properties to the east, including the Fort Point Channel Historic District. The USPS GMF currently serves

¹ South Station Expansion Project Final Environmental Impact Report, June 2016. Available at:

<https://www.massdot.state.ma.us/southstationexpansion/Documents.aspx>

² Grimmer, Anne and Kay Weeks. The Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Applying the Standards, June 1992. Government Printing Office, Washington DC. Available at:

<https://www.nps.gov/tps/standards/rehabilitation/rehab/index.htm>

- as an effective noise barrier; with the eventual removal of this building, a new noise barrier will need to be installed. Detailed information about the new noise barrier is available in the FEIR and forthcoming EA.
- The Fort Point Channel east seawall will be raised 1.5 feet along an approximately 700-foot section of the east seawall along Dorchester Avenue to match the elevation of the adjacent east seawall to the north and south. The seawall will match the existing in material, size, color, texture, and configuration. The work will be undertaken in accordance with the SOI Standards for Rehabilitation.
 - MassDOT will design all new construction in accordance with the aforementioned Design Principles and the SOI Standards for Rehabilitation and guidelines for new construction. MassDOT will submit project plans to MHC for review at the 30% and 60% design phases. MassDOT will address any MHC concerns prior to finalization of the plans. Interested consulting parties will also be given the opportunity to review the 30% and 60% design plans.

In accordance with 36 CFR 800.5(c), FRA is seeking written concurrence from your office with FRA's conditional No Adverse Effect finding. If you have questions about the SSX Project or require additional information, please contact me at (202) 366-0340 or laura.shick@dot.gov. FRA looks forward to a response within 30 days of MHC's receipt of this letter.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Enclosures

Enc: ASCE Paper
SSX Project Design Principles

cc: Amishi Castelli, FRA
Stephen Woelfel, MassDOT
Essek Petrie, HNTB



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Bettina Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head/Aquinnah
20 Black Brook Road
Aquinnah, MA 02535

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Washington:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
2. August 30, 2016 letter from MHC to FRA stating that more information is necessary regarding the concurrence of Conditional Finding of No Adverse Effect,
3. November 23, 2016 letter from FRA to MHC providing the additional information requested in the August 30, 2016 letter,
4. South Station Expansion Project Historic Architectural Resources Technical Report, dated March 2016, as referenced in November 23, 2016 letter,
5. June 1900 American Society of Civil Engineers (ASCE) paper regarding the source of granite used for the Fort Point Channel seawall and referenced in the November 23, 2016 letter, and

6. Updated SSX project Station Design Principles, dated June 2016, from the SSX Final Environmental Impact Report (FEIR) and referenced in the November 23, 2016 letter.

The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Ramona Peters
Tribal Historic Preservation Officer
Mashpee Wampanoag Tribe
766 Falmouth Road
Mataket Place Office A3
Mashpee, MA 02649

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Peters:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

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Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

John Peters
Executive Director
Massachusetts Commission on Indian Affairs
100 Cambridge Street
Suite 300
Boston, MA 02114

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. Peters:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Roseanne Foley
Executive Director
Boston Landmarks Commission
City Hall
1 City Hall Square
Boston, MA 02201

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Foley:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Rachel Borgatti
Executive Director
Friends of Fort Point Channel
290 Congress Street
2nd Floor
Boston, MA 02110

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Borgatti:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

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6. Updated SSX project Station Design Principles, dated June 2016, from the SSX Final Environmental Impact Report (FEIR) and referenced in the November 23, 2016 letter.

The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Lissa Schwab
Fort Point Channel Landmark District Commission
City Hall, Room 709
1 City Hall Square
Boston, MA 02201

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms.Schwab:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

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3. November 23, 2016 letter from FRA to MHC providing the additional information requested in the August 30, 2016 letter,
4. South Station Expansion Project Historic Architectural Resources Technical Report, dated March 2016, as referenced in November 23, 2016 letter,
5. June 1900 American Society of Civil Engineers (ASCE) paper regarding the source of granite used for the Fort Point Channel seawall and referenced in the November 23, 2016 letter, and

6. Updated SSX project Station Design Principles, dated June 2016, from the SSX Final Environmental Impact Report (FEIR) and referenced in the November 23, 2016 letter.

The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Anthony DeDominicis
Senior Manager
Infrastructure Planning
National Railroad Passenger Corporation (Amtrak)
2955 Market Street, 3N-194
Philadelphia, PA 19104

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. DeDominicis:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
2. August 30, 2016 letter from MHC to FRA stating that more information is necessary regarding the concurrence of Conditional Finding of No Adverse Effect,
3. November 23, 2016 letter from FRA to MHC providing the additional information requested in the August 30, 2016 letter,
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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Marc Draisen
Executive Director
Metropolitan Area Planning Council
60 Temple Place
6th Floor
Boston, MA 02111

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. Draisen:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
2. August 30, 2016 letter from MHC to FRA stating that more information is necessary regarding the concurrence of Conditional Finding of No Adverse Effect,
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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Greg Galer
Executive Director
Boston Preservation Alliance
Old City Hall
141 Cambridge Street
Boston, MA 02114

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. Galer:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

James Igoe
President
Preservation Massachusetts
34 Main Street Extension
Suite 401
Plymouth, MA 02360

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. Igoe:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Jill Valdes Horwood
Director of Waterfront Policy
Boston Harbor Now
15 State Street
Suite 1100
Boston, MA 02109

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Valdes Horwood:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

1. August 2, 2016 letter from FRA to Massachusetts Historical Commission (MHC) continuing the Section 106 consultation process and presenting a Conditional Finding of No Adverse Effect,
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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Patty Foley
President
Save the Harbor/Save the Bay
212 Northern Avenue
Suite 304 West
Boston, MA 02210

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms.Foley:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



December 1, 2016

Wendy Landman
Executive Director
WalkBoston
45 School Street
Boston, MA 02108

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Landman:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking an effort to evaluate the expansion of South Station. The South Station Expansion Project (SSX Project) includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act reviews, and preliminary engineering. An Environmental Assessment pursuant to the National Environmental Policy Act is anticipated to be filed in 2017. Information and background on the SSX Project can be found at: <http://www.massdot.state.ma.us/southstationexpansion/Home.aspx>.

MassDOT, on behalf of FRA, previously reached out to your organization with an invitation to participate in the Section 106 process of the National Historic Preservation Act for the SSX Project. Based on your interest to participate in the Section 106 consultation process I have included the following items for your information:

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The sharing of this documentation is provided to assist the FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

Stephen Woelfel
Project Manager
South Station Expansion Project

From: [Shick, Laura \(FRA\)](#)
To: [Essek Petrie](#); [Steve Woelfel \(DOT\)](#) (steve.woelfel@state.ma.us)
Subject: FW: Boston South Station Expansion Project Consulting Invitation
Date: Wednesday, November 09, 2016 2:24:34 PM

FYI

Laura A. Shick

Environmental Protection Specialist
U.S. Department of Transportation
Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-0340

From: Jill Valdes Horwood [<mailto:jvhorwood@bostonharbornow.org>]
Sent: Monday, November 07, 2016 11:22 AM
To: Shick, Laura (FRA)
Subject: Boston South Station Expansion Project Consulting Invitation

Good morning Laura,

Apologies for the late reply. I wanted to confirm that Boston Harbor Now would be pleased to take part in Section 106 consulting party. I will be the primary contact person for our organization. Best way to reach me:

Jill Valdes Horwood
Boston Harbor Now
15 State Street, Ste 1100
Boston, MA 02109

Thank you very much.

Best,

Jill Valdes Horwood, JD, LLM
Director of Waterfront Policy
Boston Harbor Now



15 State Street, Suite 1100
Boston, MA 02109-3572
o: (617) 223-8672
c: (305) 978-8976
www.bostonharbornow.org



STEPHEN J. GARDNER
Executive Vice President

NEC Infrastructure & Investment Development and Real Estate

November 15, 2016

Laura Shick
Federal Preservation Officer
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: South Station Expansion Project, Section 106 Consulting Party Invitation

Dear Ms. Shick:

Thank you for the invitation to become a consulting party under Section 106 of the National Historic Preservation Act for the South Station Expansion Project in Boston, Massachusetts. Amtrak accepts your invitation to participate as a consulting party.

Our contacts for this project are as follows:

Primary Contact:

Anthony DeDominicis
Senior Infrastructure Planning Manager
Amtrak, NEC Business Development
2955 Market Street, 3N-194
Philadelphia, PA 19104
Anthony.DeDominicis@amtrak.com
215-349-1200

Secondary Contact:

Johnette Davies
Senior Historic Preservation Specialist
Amtrak, Engineering
2955 Market Street, Mailbox 55
Philadelphia, PA 19104
Johnette.Davies@amtrak.com
215-349-1354



*Ms. Laura Shick
Office of Railroad Policy and Development
Federal Railroad Administration
November 15, 2016
Page 2 of 2*

Based on the information provided in the invitation letter, Amtrak has no objection with the Conditional No Adverse Effect finding for the project. As per the letter, it is noted that future design submissions will be transmitted to the Massachusetts Historical Commission (MHC) for review and comment. Please keep us informed on whether, and at what times, Amtrak and other consulting parties will be engaged for the design review process as the project progresses.

Amtrak also looks forward to reviewing the forthcoming Environmental Assessment (EA) prepared by the FRA under the National Environmental Policy Act. We would appreciate receiving notification on that document when it is available for review and comment.

Thank you for the opportunity to participate as a consulting party, and we look forward to working with you on this important project.

Regards,

A handwritten signature in black ink, appearing to read "Stephen Gardner", with a long, sweeping horizontal stroke extending to the right.

Stephen Gardner
Executive Vice President

cc: Tom Moritz, Amtrak
Anthony DeDominicis, Amtrak
Johnette Davies, Amtrak



**Mashpee Wampanoag Tribe
Section 106 Review
Consultation Response Form**

Project Docket Number:	South Station Expansion Project (SSX)
Consultant/Environmental Firm:	FRA/FHWA/MassDOT
Address or Location Description:	25 Dorchester Ave
City, State:	Boston, MA
Point of Contact	Stephen Woelfel

Response:

- ☒ We have no concerns related to the proposed project. MWT anticipates no adverse effects to our sites of cultural significance, by you or your client.
- ☐ The MWT considers this project in compliance with the MWT's section 106 review process with agreed upon mitigations measures.
- ☐ This site will require the on-site presence of a Tribal Cultural Resource Monitor during ground disturbing activities. Contact the Compliance Review Supervisor with construction schedule.
- ☐ This project has the potential to have "adverse effects" to historic or cultural resources important to our tribe. We recommend the following actions:

If the project scope of work should change we will need opportunity to review further.

This consultation process is in compliance to the National Historic Preservation Act of 1966 and all relevant amendments including but not limited to section 106 and 36 CFR 800.

Condition: In the case that archeological resources or human remains are found during construction, **you must immediately stop construction and notify our office..**

Ramona Peters, THPO - Compliance Review Supervisor
Tribal Historic Preservation Department

12.15.16
Date

From: [Castelli, Amishi \(FRA\)](#)
To: [Essek Petrie](#)
Cc: [Steve Woelfel \(DOT\) \(steve.woelfel@state.ma.us\)](#); [Shick, Laura \(FRA\)](#); [Mielke, Matthew S \[USA\] \(Mielke_Matthew@bah.com\)](#)
Subject: FW: South Station Expansion Section 106 Consultation Invitation
Date: Tuesday, December 20, 2016 11:48:48 AM
Attachments: [DOT, Greg Galer, Laura Shick FPO, South Station Expansion, 10-19-1610282016094839.pdf](#)

FYI

From: Greg Galer [<mailto:ggaler@bostonpreservation.org>]
Sent: Tuesday, December 20, 2016 11:46 AM
To: Shick, Laura (FRA)
Cc: Sherva, Elizabeth; Alison Frazee; Castelli, Amishi (FRA); steve.woelfel@state.ma.us
Subject: South Station Expansion Section 106 Consultation Invitation

Dear Ms. Shick,

I apologize for my tardy response to the attached letter inviting the Boston Preservation Alliance to be Consulting Party regarding Section 106 review of the proposed South Station Expansion. As I review files as we approach the end of the year I realize that we never replied on this item.

The Alliance would like to be a consulting party and have opportunity to comment on the project and its design as it develops.

Thank you.

Best for the Holidays and the New Year,
Greg

--

Greg Galer, Executive Director
Boston Preservation Alliance

**** WE'VE MOVED ****
The Otis House
141 Cambridge Street
Boston, MA 02114
617-367-2458

--	--	--	--

Protecting places, promoting vibrancy, preserving character

Visit [our website](#) to learn more.



December 20, 2016

The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

Laura Shick
Federal Preservation Officer
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: South Station Expansion Project, Summer Street & Atlantic Avenue, Boston (Downtown), MA; MHC# RC.53253,
EEA# 15028

Dear Ms. Shick:

Staff of the Massachusetts Historical Commission (MHC) have reviewed the information that was submitted, received at this office on November 28, 2016, for the project referenced above. The staff of the MHC have the following comments.

The MHC is unable to concur with the Federal Railroad Administration's (FRA) finding of Conditional No Adverse Effect because the consulting parties have not yet commented on the project.

The MHC understands that the Boston Preservation Alliance, Boston Harbor Now, and Amtrak have accepted the FRA's invitation to be a consulting party. Per your correspondence, received November 28, 2016, "MassDOT, on FRA's behalf, will follow up with the remaining parties that have not responded, and will provide all consulting parties with copies of the relevant Section 106 documentation." At this time, it is unclear if MassDOT has attempted to follow up with the other consulting party invitations. It is also unclear if the consulting parties identified above have received the project information.

The MHC looks forward to receiving comments from the consulting parties.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), M.G.L. Chapter 9, Sections 26-27C (950 CMR 71.00) and MEPA (301 CMR 11). Please contact Jonathan K. Patton or Elizabeth Sherva of my staff if you have any questions.

Sincerely,

A handwritten signature in cursive script, reading "Brona Simon".

Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Mary Beth Mello, Federal Transit Administration
Michelle Fishburne, Federal Railroad Administration
Matthew Ciborowski, MassDOT
Stephen Woelfel, MassDOT
Andrew Brennan, MBTA
Secretary Matthew Beaton, EEA/MEPA Unit
Boston Landmarks Commission
Greg Galer, Boston Preservation Alliance
Boston Harbor Now
Amtrak

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128
www.sec.state.ma.us/mhc



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



January 18, 2017

Anthony DeDominicis
Senior Infrastructure Planning Manager
Amtrak, NEC Business Development
2955 Market Street, 3N-194
Philadelphia, PA 19104

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. DeDominicis

The Massachusetts Department of Transportation (MassDOT), on behalf of the Federal Railroad Administration (FRA), appreciates your organization accepting the invitation to participate in the South Station Expansion (SSX) Project consultation process, in accordance with Section 106 of the National Historic Preservation Act, as amended. FRA is providing grant funding to MassDOT to complete state and federal environmental reviews and preliminary engineering for the SSX Project. Currently, there is no federal funding identified for final design or construction of the SSX Project. This letter confirms your organization as a SSX Project Section 106 consulting party.

MassDOT has provided your organization with all current, up-to-date project information in letters dated October 19 and December 1, 2016. The materials included FRA's SSX Project Conditional No Adverse Effect finding. One of the conditions is that conceptual designs and architectural drawings of the proposed improvements to the historic and expanded South Station headhouse and to the Fort Point Channel seawall will be provided to the Massachusetts Historical Commission (MHC) and consulting parties at the 30% and 60% design phases. The plans will be submitted to the MHC and consulting parties to confirm the design of these project elements is consistent with the SSX Project's established design principles and Secretary of the Interior's Standards for Rehabilitation regarding new construction. MassDOT, on behalf of FRA, will follow up with your organization to provide updated project information and to seek input when project plans are prepared.

This consultation process update is provided to assist FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

David J. Mohler
Executive Director
Office of Transportation Planning



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



January 18, 2017

Jill Valdes Horwood
Director of Waterfront Policy
Boston Harbor Now
15 State Street, Suite 1100
Boston, MA 02109

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Ms. Horwood:

The Massachusetts Department of Transportation (MassDOT), on behalf of the Federal Railroad Administration (FRA), appreciates your organization accepting the invitation to participate in the South Station Expansion (SSX) Project consultation process, in accordance with Section 106 of the National Historic Preservation Act, as amended. FRA is providing grant funding to MassDOT to complete state and federal environmental reviews and preliminary engineering for the SSX Project. Currently, there is no federal funding identified for final design or construction of the SSX Project. This letter confirms your organization as a SSX Project Section 106 consulting party.

MassDOT has provided your organization with all current, up-to-date project information in letters dated October 19 and December 1, 2016. The materials included FRA's SSX Project Conditional No Adverse Effect finding. One of the conditions is that conceptual designs and architectural drawings of the proposed improvements to the historic and expanded South Station headhouse and to the Fort Point Channel seawall will be provided to the Massachusetts Historical Commission (MHC) and consulting parties at the 30% and 60% design phases. The plans will be submitted to the MHC and consulting parties to confirm the design of these project elements is consistent with the SSX Project's established design principles and Secretary of the Interior's Standards for Rehabilitation regarding new construction. MassDOT, on behalf of FRA, will follow up with your organization to provide updated project information and to seek input when project plans are prepared.

This consultation process update is provided to assist FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

David J. Mohler
Executive Director
Office of Transportation Planning



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



January 18, 2017

Greg Galer
Executive Director
Boston Preservation Alliance
The Otis House
141 Cambridge Street
Boston, MA 02114

Re: MassDOT South Station Expansion Project
Section 106 Consultation Update

Dear Mr. Galer:

The Massachusetts Department of Transportation (MassDOT), on behalf of the Federal Railroad Administration (FRA), appreciates your organization accepting the invitation to participate in the South Station Expansion (SSX) Project consultation process, in accordance with Section 106 of the National Historic Preservation Act, as amended. FRA is providing grant funding to MassDOT to complete state and federal environmental reviews and preliminary engineering for the SSX Project. Currently, there is no federal funding identified for final design or construction of the SSX Project. This letter confirms your organization as a SSX Project Section 106 consulting party.

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This consultation process update is provided to assist FRA in meeting its obligations under Section 106 of the National Historic Preservation Act.

Sincerely yours,

David J. Mohler
Executive Director
Office of Transportation Planning



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

1/30/2017

**Re: South Station Expansion Project
Continuation of Section 106 Consultation
Finding of Conditional No Adverse Effect
MHC# RC.53253; EEA#15028**

Dear Ms. Simon:

Thank you for your letter to the Federal Railroad Administration (FRA) dated December 20, 2016, regarding the Massachusetts Department of Transportation's (MassDOT) proposed South Station Expansion (SSX) Project. As you know, FRA is providing grant funding to MassDOT to complete state and federal environmental reviews and preliminary engineering for the SSX Project. Currently, there is no federal funding identified for final design or construction of the SSX Project. Your letter was a response to FRA's letter dated November 23, 2016, regarding FRA's proposed conditional No Adverse Effect finding for the project. FRA understands that the Massachusetts Historical Commission (MHC) is not currently able to concur with FRA's determination and has requested more information.

In particular, MHC requested information regarding the consultation that has occurred between FRA/MassDOT and the Section 106 consulting parties. Enclosed with this letter are copies of pertinent correspondence regarding the Section 106 consultation to date for the SSX project, which includes the following:

- Letters from MassDOT dated October 24, 2012, inviting the following parties to be a part of the Section 106 consultation process:
 - o Wampanoag Tribe of Gay Head
 - o Mashpee Wampanoag Tribe
 - o Massachusetts Commission on Indian Affairs
- Letters from FRA dated October 19, 2016, inviting the following additional parties to be a part of the Section 106 consultation process:
 - o Friends of Fort Point Channel
 - o Amtrak
 - o Boston Preservation Alliance
 - o Boston Harbor Now
 - o Fort Point Channel Landmark District Commission
 - o Metropolitan Area Planning Council
 - o Preservation Massachusetts
 - o Save the Harbor Save the Bay
 - o WalkBoston

- Letters from MassDOT dated October 28, 2016, reaffirming the invitation to the following parties to be a part of the Section 106 consultation process:
 - o Wampanoag Tribe of Gay Head
 - o Mashpee Wampanoag Tribe
 - o Massachusetts Commission on Indian Affairs
 - o Boston Landmarks Commission

- Letters from MassDOT dated December 1, 2016, that were sent with a CD with all relevant Section 106 documentation to the following parties:
 - o Wampanoag Tribe of Gay Head
 - o Mashpee Wampanoag Tribe
 - o Massachusetts Commission on Indian Affairs
 - o Boston Landmarks Commission
 - o Friends of Fort Point Channel
 - o Amtrak
 - o Boston Preservation Alliance
 - o Boston Harbor Now
 - o Fort Point Channel Landmark District Commission
 - o Metropolitan Area Planning Council
 - o Preservation Massachusetts
 - o Save the Harbor Save the Bay
 - o WalkBoston

- Responses received to date by FRA and MassDOT from the following parties (copies of the responses are included with this submittal):
 - o Amtrak – Amtrak accepted FRA’s invitation to participate as a consulting party in a letter to FRA dated November 15, 2016. Amtrak’s letter noted that based on the information provided in the invitation letter, “Amtrak has no objection with the conditional No Adverse Effect finding for the project.” The letter goes on to request it be kept “informed on whether, and at what times, Amtrak and other consulting parties will be engaged for the design review process as the project progresses.”
 - o Boston Preservation Alliance (BPA) – BPA informed FRA in an email dated December 20, 2016, that “The Alliance would like to be a consulting party and have opportunity to comment on the project and its design as it develops.”
 - o Boston Harbor Now – Boston Harbor Now confirmed in an email to FRA dated November 7, 2016, that “Boston Harbor Now would be pleased to take part in Section 106 consulting party.” No other comments were provided.
 - o Mashpee Wampanoag Tribe (MWT) – The MWT Tribal Historic Preservation department issued a Section 106 Review Consultation Response Form dated December 15, 2016, responding that “We have no concerns related to the proposed project. MWT anticipates no adverse effects to our sites of cultural significance by you or your client.” No further consultation with MWT is anticipated, unless archaeological resources or human remains are found during construction, in which case construction would be halted and the MWT office would be contacted, per the MWT condition included in the Section 106 Review Consultation Response Form.

FRA acknowledges that Amtrak, BPA, Boston Harbor Now, and MWT are consulting parties and recognizes that MWT has no concerns at this time related to the SSX Project. MassDOT recently followed up with Amtrak, BPA, and Boston Harbor Now in letters dated January 18, 2017, to confirm the participation of these parties in the Section 106 process for the SSX Project. The letters noted that there currently is no new project information, as the SSX Project is currently only funded at the level of preliminary engineering. The letters also confirmed that on behalf of FRA, MassDOT will submit project plans of the proposed improvements to the historic and expanded South Station headhouse and to the Fort Point Channel seawall to MHC, as well as the consulting parties (Amtrak, BPA, Boston Harbor Now) at the 30% and 60% design phases. The plans will be submitted for review to confirm the design of these project elements is consistent with the SSX Project's established design principles and Secretary of the Interior's Standards for Rehabilitation regarding new construction, in accordance with FRA's Conditional No Adverse effect finding. Copies of the January 18, 2017 letters are also enclosed.

Please let FRA know if you require any additional information regarding the Section 106 consultation that has occurred to date for the SSX Project. FRA and MassDOT hope this information is sufficient to assist you in concurring with FRA's Conditional No Adverse effect finding.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", followed by a long horizontal flourish. To the right of the signature is the date "1/30/2017" written in a similar handwritten style.

Michael Johnsen
Supervisory Environmental Protection Specialist
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Enclosures

cc: Amishi Castelli, FRA
Stephen Woelfel, MassDOT
Essek Petrie, HNTB